

$$\begin{array}{r} 16-23 \\ 5 \\ \hline 16-18 \\ 14 \\ \hline 16-33 \end{array}$$

$$\begin{array}{r} 17-16 \\ 5 \\ \hline 17-11 \\ 26 \\ \hline 17-37 \end{array} \quad \begin{array}{r} 17-16 \\ 7 \\ \hline 17-09 \\ 22 \\ \hline 17-31 \end{array}$$

15013 60-47 Lyn

$$\begin{array}{r} 60-42 \\ 21-18 \\ 30-39 \\ \hline 17-21 \end{array}$$

$$\begin{array}{r} 60-47 \\ 4 \\ \hline 60-43 \\ 21-17 \\ 30-39 \\ \hline 17-22 \end{array}$$

$$\begin{array}{r} 39.6 \\ 19.3 \\ \hline 20.3 \end{array}$$

$$\begin{array}{r} 39.6 \\ 112 \\ \hline 474 \\ 3 \overline{) 237} \\ \hline 474 \quad 12 \\ \hline 33 \\ \hline 104 \\ 74 \\ \hline 30 \\ 89 \end{array}$$

$$\begin{array}{r} 14-41 \\ 23 \\ \hline 320 \\ 34-41-40 \\ 7 \\ \hline 34-40-13 \end{array}$$

$$\begin{array}{r} 20-07-50 \\ 7 \\ \hline 20-15-30 \end{array}$$

$$\begin{array}{r} 14-55 \\ 11 \\ \hline 11-48 \\ 12 \\ \hline 50-10 \end{array}$$

$$\begin{array}{r} 230 \\ 46 \\ \hline 10133 \\ 13 \end{array}$$

$$\begin{array}{r} 01.00 \\ 9.00 \\ 8.20 \\ \hline 17.20 \end{array}$$

$$\begin{array}{r} 73-10 \\ 73-13 \\ \hline 16-47 \\ 34-44 \\ \hline 18-02 \end{array}$$

$$\begin{array}{r} 11 \\ 5=6 \end{array}$$

Radm at Radm

$$\begin{array}{r} 11-17 \\ 7-05 \\ \hline 18-22 \end{array} \quad \begin{array}{r} 11-17 \\ 8-46 \\ \hline 20-01 \end{array}$$

W10W

$$\begin{array}{r} 044 \\ 16 \\ \hline 9-00 \\ 11-17 \\ \hline 20-17 \end{array}$$

$$\begin{array}{r} 17 \\ 23 \\ \hline 51 \\ 34 \\ \hline 391 \\ 390 \\ \hline 31 \end{array}$$

$$\begin{array}{r} 22-386 \\ 44 \\ \hline 22 \end{array}$$

$$\begin{array}{r} 17-16 \\ 7 \\ \hline 17-09 \\ 30 \\ \hline 17-26 \\ 43 \\ \hline 18-09 \end{array}$$

$$\begin{array}{r} 28.6 \\ 39.6 \\ \hline 71.1 \\ 18.3 \\ \hline 89.4 \end{array}$$

$$\begin{array}{r} 48-00 \\ 12-00 \\ \hline 60-00 \\ 16-7 \end{array}$$

10 Sept 1851

Star No 1 Miorck

on meridian 13-45 am 75-18 N

Declination

No 2 Arcturus

14-16 am 49-25 S

34-41 N

No 3 Sirius

14-42 am 24-45 N

50-00 S

17-22 + 21 N = 19

Lyræ

7-17 pm

60-43 N

22-44 N

20 Lyridæ

0-20 "

01 00 S

30-39 N

21 Deneb

9-21 "

62-50 S

0-20 N

22 Tometahaut

11-33 "

42 50 S

14-45 N

23 Regulus

11-41 "

42 50 S

30-25 S

24 Alpharatz

12-45 "

07-50 S

14-24 N

24 Alpharatz

12-45 "

79-20 N

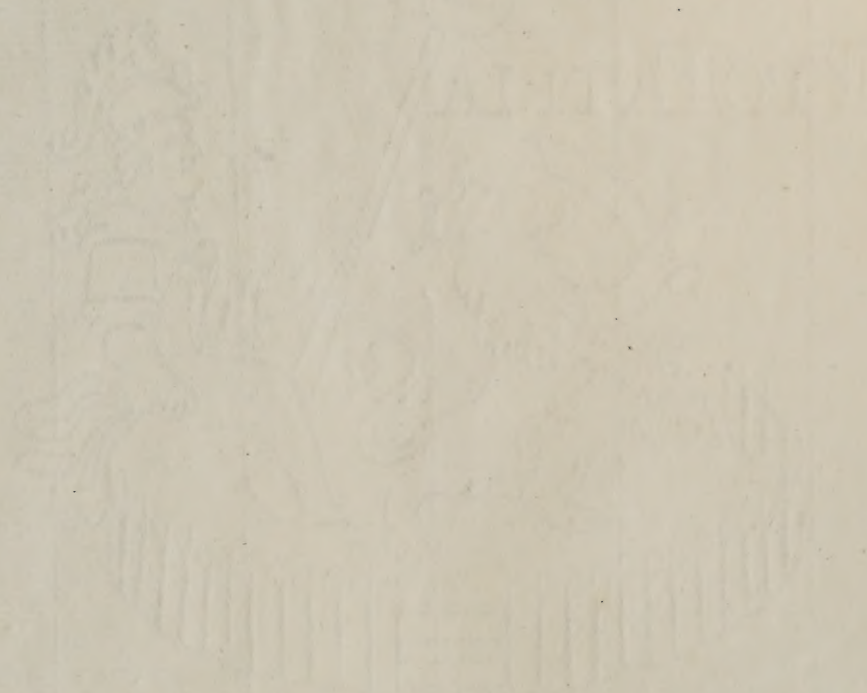
20-15 N

17-26

7-45 Polaris

Stars for Lat of the Port 1852 Calculated at 100 North

Stars names	Time on Merid	Alt & Bearing	Declination
Tometahaut	0-10	58° 25' S	30° 24' S
Regulus	0-10	76° 45' N	14° 25' N
Alpharatz	0-21	63° 00' N	20° 16' N
Miorck	10-22	56° 20' N	34° 44' N
Arcturus	10-54	30° 50' S	57° 59' S
Sirius	11-19	68° 25' N	22° 46' N
Aldebaran	1-47 am	75° 00' N	16° 12' N
Venus	2-25	45° 15' N	45° 50' N
Regel	2-27	80° 30' S	0° 23' S
Antares	3-07	03° 40' N	7° 22' N
Canopus	3-41	36° 20' S	52° 37' S
Saturn	3-50	72° 30' S	46° 31' S
Procyon	4-44	50° 48' N	32° 12' N
Polaris	4-55	62° 40' N	20° 23' N



1845
Ship M. Doan from Havana towards Cronstad
Monday 22nd July

Morning anchored ship and stood
out & passed the Moro Castle Bank off of Boston
Capt Fairbank in company wind fresh fr. E & E S
off set falling gradually eastern; taking ship to
best advantage at 3 PM Moro Light S by W 15 miles
Chronometer 1st 04' for far East by means of a number
of sights taken with our artificial Horizon on shore

Tuesday 23rd July fresh breezes from the E S taking
to best advantage Lat 26° 21'

Wednesday 24th July Strong breezes and Dazy Clouds
2^{pm} made the Land about the Loo Key being 8 to 15 miles
taking throughout to best advantage Lat 26° 42'
at 3 PM Lat 25-05

Thursday 25 July Moderate breezes and pleasant
5 PM saw the Light Ship near Caysford reef N by W
10 miles dist, making the Error of Chronometer the
same as at Havana taken to 6th Morning Moderate
from E S Lat 26° 11'

Baro 20.20 Air 24 Long 79-20-15

Time	Long	Lat	
2-00-49	46-30	26-00	01634
2-00-40	46-46	26-25	02500
4-16-57	93 24	143 10	
2-8-20	46-41	71-39	949806
12 5-20	12	46-53	
14 13 48	46 53	24-46	962214
2 10-11	2 15		1919242
5 13 37	75 9 15		959621
Baro	1-4		8-54-00
28	28 15		6-11
		Long 79-20-15	9 00 11

Current since 3 PM Lat right & 10° E 54 miles or 3 knots
per hour

Medora Bonwards - Crossed
Friday 26 July Light winds from E and S by NW

254-17	57-14	57-27	05-273
2-55-40	57-16	27-40	02530
2-56-34	57-26	70-30	932261
8-46-39	117-46	155-44	954263
2-55-33	57-15	77-52	1894327
12-5-25	12	57-27	947160
15-00-58	57-27	20-25	9-42-00
9-48-19			611
5-12-39			9-48-19

Varies 5° E

75
3 10
1 6
79-16 Longitude 9 AM
79 09 Meridian
Current setting
N 9° E 62 miles
Lat 23° 05' N
Long 79° 09' W

Barometer 30.45 Air 88 Water 86°

Sailed at 6 AM to Eastward Standing N 9° E a schooner Steady East

Time for Watch	Planet Saturn Alt	n	D. it
8-46-01	24-03	40-15	48-25-3
8-50-36	24-46	40-11	48-23-15
8-53-14	25-13	40-06	48-22-15
8-55-19	25-39	40-03	48-21-30
35-25-40	100-20	160-35	193 32-35
8-54-25	25-05	40-09	48-23-00
Error 5-19-23 of Watch	4	20	= 1-45 Error of sext
14-10-40	25-01	39-49	48-21-23
Route x 5-22 Chro			16-29 19 3 of L. L.
14-16-10	9 8715	0466	48-04-54
14-20-52	3738	0936	1 00 Corrected Table 1
Diff 4 42	4780	4780	48-05-54
	7253	7182	33=2 Corrected
	33-53"		48-05-21
2-20-52 Arch B	34-26		17 Corrected Table 1
	33 2 Corrected Subst.		48-05-04 True Dist
Time for Lunar 2-20-52			49-30-44 N A Dist in Degrees
1° 10' 30" West of Chronometer	12		1 25-45
	14-20-52		

End Moderate breezes from the NW

Current 2 1/2 knots per hour
Gulf weed in detached pieces

Meteorological Observations

Saturday 27th July Light wind from the S.W. 5^{PM} Calm & a breeze from the S.E. Morning at thunder squall from the S.W. Latter Part Light breezes from the S.W. Latter M. night storm 23-31

Time	5-25-53	5-29-3	5-0-25	05-067
2-24-34			50-25	02460
2-25-17			50-35	940200
2-25-58			50-45	961939
7-15-49			151-45	1910414
5-24			50-35	
2-25-16			24-12	
5-29 Route			50-47	95-5231
12-30-45			24-07	912-48
9-10-50			70-52	9-16-56
5-11-47			150-46	
Long 79-02			75-23	
			50-47	
			24-30	
Current N 60° E 8 miles			Water 83°	Long 79-02 W
Barometer 30.05			Air 86°	True course N 5° E 168

Gull feed small bunches

at 6 miles to S.W. Standing to S.W. 2 Ponds of flying Gulls. Ponds 4 Ponds

Sunday 28th July First Part Moderate S.W. 5^{PM}

5^{PM} a fine breeze from the S.W. 2 AM wind inclining to S.W. Morning fine breezes from the S.W. Ends fresh breezes from

Time	5-25-03	5-29-3	5-0-25	05-067
12-25-44 Route			37-46	06631
1-26-57			38-02	02590
1-27-40			38-12	95-117
4-20-29			11400	922034
1-26-49			37-54	
5-33			38-00	
13-32-22			12	
8-21-05			38-12	
5-11-18			30-25	
77-44			71-10	
1-46			139-47	
78-05			69-65	
78-06			31-41	

Long 30-37 and

Long 78-56 merid

Current none at all

house N 60° E

Distance 85 miles

Barometer 30.05

Air 87 Water 83

Latter part strong rippling on the edge of the Gulf

A Breeze to N.E. Standing to S.W. very Little Gulf wind

The ship from Havana General Crockett
 Monday 29 July 1844 Commencing with Light breeze E

sun soon became obscured to E. double reefed the top sails
 through the night rainy and baffling many small squalls
 from the East with a crossish sea ship labouring and
 showing badly until brought to by the wind under close reef
 main Sloop Main Sheet and fore Sloop Staysail
 When the night moderating made sail and the weather
 more pleasant

Tuesday 30 July Cold squalls with a confused high sea
 through the night Moderating more sail accordingly
 with Pleasant and Moderate

2-34-52	53-33	07126
2-36-04	53-49	02287
2-36-57	54-01	929024
7-47-53	161-23	962186
2-35-58	53-48	1900623
12-05-42	54-00	950311
14-41-40	31-58	9-34-20
9-37-20	71-34	6-06
5-04-14	197-30	93726
76-8	78-45	2
1-6	34	
77-9	24-45	

Lat 32° 42'
 Long 77° 46'
 Course 42° N 48° E
 Dist 127 miles
 Baromet 30.10
 Air 84
 Water 83
 Current 68° E 10°

Current setting N 68° E 108 Miles the last 48 hours or
 more than 2 knots h. - h.

Up Medora towards Constat 11/1/44
 arrived 31st July 1844

commencing with Moderate breeze from the Est Sunday saw a large flock of S. B. Phoebe the Night-Moderate and Phoebe

1-56-32	45-47	07575	Lat Obsd 32-54
1-56-38	46-48	02225	Longitude 76-21
1-57-47	46-13	440055	Course made 24 th E
5-49-57	128 00	460075	Distance 63 miles
1-56-39	46-48	1918730	
12 5-47	46-12	959365	
14-02-26	32-52		Baromet 30.10
9-01-15	71-49	8-55-12	8 th Air 34 Water 2
5-11-11	150-53	9-01-15	
75-15	75-26		
75-18	46-12		
76 24 9 mi	29 14		Current N 26° E 55 Miles
79 21 mi			

Time	Star Jupiter	Moon U L	Distance
3-34-34	10-54	32-54	35-40-45
			15-55
15-34-34	9-16-87	9.8603	35-56-40
15-40-12	7253	2651	2-26
	4923	4923	35-59-11
Baromet 5-38	9803	6179	2 nd Correct 24-44
to far West on air and rate 4	18-34		36-29-59
to 84 miles by showing	43-23		3-Correct 21
then at rate of 11" since I left	24-44		36-24-20
			36-46-17
Boston I find she works 6' too far to the East		2531	22-27
		4041	
		6510	

On finding Error to day by this Lunar 5' 38" to far to the East
 allowing her at Boston rate of 4 3/4 feeting
 A very smooth line with good Instruments well adjusted, the X-axis
 Limbs being brought in Contact the above line to west of 5 letters
 Saw a very few pieces scattering of Gulf Shear but a
 bottle with shells Lott Laysie overboard

Larry Allen 1 15
 Horner Error - 1-24
 18

Ship *Modena* from *Marina* towards *Constantinople*
 Thursday 18 Aug 1844

First part Light breeze from the E
 with considerable swell from the ESE & more at 7 PM
 334 find by Stellar Observations for Lat & Longitude
 the ship has made a N 29° E Course 26 miles up to 8 PM.
 Lat Dist for the same time 11 miles & has brought the

Light breeze, inclining to S; Morning quite calm

at 6 AM Air 74° Water 82½

2-10-10	51-16	07965	Lat Obsd 33 29 N
2-20-32	51-32	02163	Long Obsd 75-10 W
2-21-16	51-12	929277	True Course N 50° E
7-00-58	51-29	965705	True Dist 70 miles
2-20-14	51-29	1905110	Current N 42° E 17 Miles
12-5-52	51-41	952555	Lat DR 33° 07 Long DR 76-00
14-26-11	33-37	952555	
2-24-11	72-04	9-23-12	
4-57-00	78-41	5-54	
75-21 9 AM	51-41	9-29-11	
75-20 min	27-00		

Barometer 30.9 Air 85 Water 83½ Wind

Ends with W Moderate breeze from the S E
 Gulf weed in small detached pieces, as small swell from the
 ESE the fore and middle parts

Medea from Marana Bonard Creek

Friday 2^d Aug^t 1844 First part Light breeze from the S.E.

Second part Squally from S.E. 10 P.M. fine breeze from the S.W. Morning wind inclining to S.E. Latter part fine breeze from S.E.

2-30-50	54-17	08904	Lat. 35° 33' N
2-32-10	54-32	02090	Long. 119° W
2-32-43	54-39	910302	Cosm. - N 41° E.
2-35-43	54-28	964775	Dist - 154 miles
2-31-54	54-28	12	
12-5-55	54-41	1094079	
14-37-49	54-27	947039	Current x 38° E 40 miles
9-40-28	72-20	9-42-32	
4-49-21	76-22	5-56	Barometer 30.16
60	81	7-48-28	Air 85° Water 82° 82
12-15	54		
1-06	26		
73-26	33		
73-19			

Time 9:30
 73 19
 2. considerable quantities Gulf weed - first coming
 No day only small detached sprigs; very much like

This Meteorology from Olanova towards Concord
 Saturday August 18-44

First fair light from S.E.
 & H.S. beginning to S.E. find by Stellar Observations at 8 PM
 the ship to be in Lat 36-05, Long 72-27 having experienced
 on current setting 870 E 15 Miles since Meridian
 Morning

Squally appearances to S.W. wind to Land & E. Watch 6 AM 73 at

8 AM 77 at Merid 79 Air 78-79 and 80

Open Bar	Wind	Temp	Lat
12-42-55	14-47	09250	
12-44-21	14-35	02683	
12-45-28	15-05	122137	
38-12-44	44-47	995931	
12-44-14	14-55	198000	
5-57	14-50	965000	
12-50-11	36-05	3-32-16	
8-04-46	104-56	20-23-48	RA S. 100m
4 45 25	160 51	16-54-32	
60 6	00 25	8-52-39	Sus RA
11 15	14 50	7-58-53	
1 6	65-35	5-53	
72-27 at 8 PM		8-04-46	

Open Bar	Wind	Temp	Lat
1-39-45	45-30	09614	Lat 36-48
1-40-20	45-38	02038	Long 71-14
1-40-50	45-43	433205	
5-10-55	786-51	972116	Course N 52 E
07 40-100	45-37	1916973	Dist 125 miles
12 46 10	45-49	958486	Current N 50 E
13 48 10	36-44	8-54-54	49 miles
5-04-57	72-35	5-51	Baromet 30.5
4 41 79	155-00	7-10-50	Air 80 to 76
60 12	77-34	8-54-00	
10 15	45-49	5-51	
1 6	31 45	9-04-59	

71-33 very little Gale run to 100 miles the ship
 to be on the Eastern Edge of the Gale by the water
 being so much calmer

Ship *Modena* from Havana towards Havana
 Sunday 4th August 1844

First part strong breeze from the

S.E. with dark cloudy weather, 2 to 12 light airs and calms,
 with rain 12 to 4 cleared off but light airs from the S.E.

Morning w fine breeze from the S.W. 2nd part all calm
 Latter part fresh breeze from the S.W. 2nd part all calm to

8th Course N.E. 7th E. Lat 27 28
 Barometer 29.30 Dist 50 miles Long 70-41
 Air 76° Water 76 and 79 Current N 31° E 6 Miles

find by Lunar Observations that the Chronometer is 6
 for West 10 miles

Range from Moon of 5 Sets Dist on each side the
 Sun by Circle S.W. 2nd part forward to Noon is 70° 59' 41"

Range by Sext for Moon of 5 Sets Dist at 3rd M. High $\frac{71-53}{121-52}$
 being 15 Miles West of the point with no Error allowed 70-56
 allowed Error at Noon 1 21
 15-

Passed very Little - Gull-weed; Water of a greenish tinge

In the above Distance and Chronometric Calculations I
 allow 1° 00' Error on Chronometer beside the 10 Miles given by
 lunar calculations Making her 1° 24' to less to Havana

Ship *Medusa* from *Harvard* towards *Greenland*

under a *light* sky. *Dist* 200 miles from *the S.W.*

all sail out 640. Very heavy, advanced to the north
 (consent) lightning from all quarters a short sea from S.E.
 but all light sails. Middle part more pleasant north
 on breeze from N.E. at all sail. Latter part wind backing to

the north, as well from S.E.

Came from also *Dist* 100

2-14-16	52-33	10466
2-15-13	52-41	01913
2-15-05	52-51	913013
6-4-24	106-05	968052
2-15-10	52-41	1895044
12-6-00	52-53	947522
14-21-9	58-12	9-40-54
9-46-30	73-17	5-40
1-24-43	164-12	9-46-36
80-11	82-50	
80-30	52-50	
	29-15	

Dist 100 38-14

Long 100 89-43

Course N 24° E

Dist 65 miles

Current S 45° E 24

Parasails 29. 37

11 81 on deck 76

Water 76 84 m. m. m. 74

60, 41 to *Carro* allowed
 70-09

1-20 Error at *Harvard*
 1-06
 22
 59 17 x VIII
 14 14 x VIII
 123 Col 1
 150 Col 2
 10 x
 1-17-10

Mean of five
 Letts *Dist* at a
 new *year* time

49-40
 38-12
 73-07
 160-54
 80-24
 44-40
 36-49

Long Observation at *Harvard*

<i>Long</i>	<i>Lat</i>	<i>Moon</i>	<i>Dist</i>
49-28	30-29	96-15	24 Don Jay A
49-40	30-09	96-14	59 SD
		15-47	SD
		14-54	SD
99970	99970	96-45	45
2047	2047	30-09	
1040	13277	29-40	
19096	2334	176-34	45
2161	19628	88-17	22 2 1/2

10466
 01913
 921036
 970452
 1909467
 942503

9-23-00
 5-40 Equ
 9-28-40

88-17-22 2 1/2
 8-28-23 1 Rev
 38-37-22 2
 96-45-45 2° 24
 1-17-10
 96-02-55
 97-2-03 2 1/2 12h
 59-00

14-09-24

9-28-40

4-10-36 71-09

Very little *Cloud* seen

A *Current* of a knot or more seen in S.E.

quite a confused sea *Washed* from the direction in which the *cut* is setting

Ship Madras from Havana bound westward

On Tuesday 6th April

Commencing with moderate breeze from the N.E. and at last, swell

Through the Night
 Light Air freshening to 8 E and to 8 S.E.
 Morning Very

Light for 6th - Light from Light with Partly Cloud

Time from 3h	Lat Water) In #4	
1-29-40	24-42	10625
1-30-20	44-49	02086
1-31-00	44-57	930213
4-31-00	184 20	974193
1-30-20	44-49	1917017
12-6-12 Rate	45-12	958500
13-36-32	38-20	8-59-04 #4
9-04-37	43-23	5-33 En
4 31 55	156 52	9-04-37
60 18 45	78-26	Lat 38-22
7 45	45-01	Long 69-00
1 6 Error	33-25	Course N 61 E 38 mi
69-04-45		Barometer 29.99
5 fine 8 #11	Count 811 E 5 miles	Air 82 Water 76 79
68 59 45		

Passed Port Little Gulfweed this 24 hours
 I find the Work of DR and Observations to diff. 5 miles
 but as I cannot put great dependence on the courses & ship I
 call the Error partly in state

Lunar Observations Mean of
 Six sets differ from Chronometer 22 miles to Westward
 after allowing the Havana Error of 1-06 mile to West
 Lunar 22 Miles West
 Chronometer 1-06 Error
 1-20

Ship Medona from Panama to San Francisco
 At anchor 7th Aug 1841

First part Light airs from the E & ESE 4 to 6 towards of fair wind fresh to SWS
 Through the night Light breezes from the SWS Morning
 overcast with Light airs from the WSE Latter part
 wind fresh to SWS; throughout a long swell from
 the S.

<div> <div> <div>2-06-40</div> <div>2-07-25</div> <div>2-08-02</div> <div>6-22-15</div> <div>2-7-25</div> <div>12 6 17</div> <div>14-13-42</div> <div>9-44-55</div> <div>4-28-47</div> <div>6 11</div> <div>7 12</div> <div>6 8 10</div> <div>6 8-15 Noon</div> </div> <div> <div>51-33</div> <div>51-30</div> <div>51-45</div> <div>154-56</div> <div>15-40 SD</div> <div>5-41-40</div> <div>31-30-30</div> <div>15-40 SD</div> <div>54-54 40</div> <div>4-29</div> <div>51-49-49</div> <div>39-07-30</div> <div>73 411-40</div> <div>164-30-07</div> <div>82 19-05</div> <div>51-49-49</div> <div>30-29-24</div> </div> </div>	<div> <div>11922</div> <div>01705</div> <div>912612</div> <div>970923</div> <div>1893-944</div> <div>417972</div> <div>9-39-20</div> <div>5-27</div> <div>9-44-55</div> <div>5-27</div> <div>5-27</div> <div>5-27</div> <div>5-27</div> </div> <div> <div>Long the 68-15</div> <div>6000</div> <div>Dist 54 miles</div> </div>
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Barometer 29.98 Water 77
 Air 80 on deck 76
 Current
 First Part some Long & Portches Gulf weed
 Latter Part very fine small sprays

Ship Medora from Havana towards Constant

Thursday 8 August 1844

Commencing with a fine breeze from S.W. and rising clouds through the night Light airs from the N.E. to S.W. Morning quite Calm - South East a fine breeze from N.W.

2-13-22	53-02	11427
2-14-26	53-11	01723
2-15-00	53-17	905164
6-42-56	159-30	970137
2-14-10	53-10	1088451
12 6 21	11	944225
14 20 39	53 21	9-51-28
9-56-47	39-46	5-19
4 23 52	73-58	9-56-47
6 5 45	167-03	
1 13	83-32	
67-04	53-21	
4	30-11	
67-10	14-20-39	60 13
	9 56 47	5 45
	4 23 52	1 6
	67-04	67-00
	67 00	

Lat 39-47

Long 77-00

Course made N 56 E

Dist 70 miles

Baromet. 30.07

Air below 32 on deck 76

Water 8 PM 76 10 AM 79 1/2

Very fine Spring Gull seen

Saw a Whale back standing to E & E of them being on some back standing to S & S

Ship Medina from Havana toward Cronston
 Friday 9 August 1844
 commencing with fine breeze -
 the WNW and Pleasant breeze through the Night -
 and pleasant weather Part fine breeze

July to 8th

Time	Lat	Long	Course
2-03-10	51-56	119 02	Lat Old 40-41
2-04-04	52-01	016 62	Long Old 65-09
2-05-07	52-13	9040 20	Course N 57° E
6-12-25	156-10	9715 60	Dist 101 miles
2-4-09	52-16	10900 32	Current N 70° E 11 miles
12-6-25	52-17	9450 16	Baromet 30 10
14-10-34	40-30	9-40-5	
9-54-07	74-15	5-11	
4 16 27	167-10	9-54-07	
64 7	83-35		
1 6 Even	52-17		
65 13 Day	31-10		
65 09 Noon			

Air on deck 34° below Merid 33
 Water 6 PM 70° - 3 AM 76

First Part spotted some large patches of Gulf
 weed Middle part some small things Later large Part.
 Latter part a short sea for the 8th

Course altered ENE for Compass setting 100, &
 Variation allowed 5° Westward

Ship Meteor from Havana Anchors Grounded
 Saturday 10th Aug 1844

Commencing with Good

Inclining to S.W. Sunday some of Miami Bay standing to E.

Through the night fresh breezes from S.S.W. Morning same

a Breeze standing to S.E. fresh breezes from SW and day.

Latter Part fresh breezes from the S.W. and W. by N

Time per Hour	Suns Alt	Water	Lat Obsd
1-50-28	51-13	9-39	41 14
1-51-09	51-9	12343	Long Obsd 42-10
1-51-53	51-17	01602	True Course N 75° E
5-33-35	153 29	905275	True Distance 1.38
1-51-11	51-9	972643	Current 170 W 8 miles
12-6-30	51-20	1891863	Baromet 30-
13-57-41	41-11	945931	6PM 8AM 10AM
9-52-10	74 32	9-46-08	74 68 70
4-05-31	167 03	5-2	67 68 67
61-15	83 31	9-52-10	
1-6-29	51-20	Air on Deck	
62-29	32 11	Water	

19 Aug 40 first Part Passed considerable quantities of
 Gulf weed in Large Patches, 3 PM passed a decayed Log
 of wood about 10 feet long and 2 feet through apparently some time in Water
 Latter part strong ripples as if adverse currents were meeting; Passed
 some very coarse sprigs of Gulf weed of a yellow colour

Trip Modern from Havana towards Cienfuegos
 Sunday 11th August 1894
 Commencing with fresh breeze from the
 S.W. and Hazy through the night fresh breezes and clear
 Morning strong breeze and Hazy, and strong breeze
 and Hazy weather

1-00-56	44-17	12950	Lat 42-12
1-01-34	44-23	01543	Long 59-13
1-02-11	44-30	920691	Course or 67 E
3 4 41	133-10	877095	Dist- 147 miles
1-1-33	44-23	1912279	Current 68 N 20 W
12-6-34	44-34	956139	Barometer 29.90
13-8-17	42-05	9-09-04	Air below 84
9-13-59	74-49	4 55	Water 68
3-24-00	161-20	9-13-59	8 AM wind 69
59-30 over added	80-44		
25	44 34		
59 13 over	36 10		

First Part passed some Looe springs like rock weed
 Latter Part saw some Gulf weed

115 Medora from Havana towards Cronstad

Monday 12th Aug 1841

commencing with heavy
breezes from the S.W. and strong 2 PM passed on Horn
brig standing to W showing French colours Long marked 60 P
Saw a Bark standing to W. Sandown Wind haul to W
8 to 12 Light and baffling from W to SW much rain in all
Light sails 1. 4 PM Double reefed fore & main furled Midgy
Cables 1st & Main sail, 1 to 2 a Violent squall from N.W.
with much rain, it became more moderate but reefs set
Light sails again from the S, saw a Schooner standing N.E.
Under moderate breeze from the S.

1-11-62	54-41	13435	Lat W. 12-49
12-06-30	11	01479	Long 57-13
13-48-24	54 52	895029	Course 88 1/2 E
10-3-29	42-47	973680	Dist 95 Miles
3-43-75	75-08	1883573	
45 16	169 47	941708	
11 6	84-53	4 58-36	Baromet 29.90 mercur-
57-22	51-52	4-43	at 6 PM 29.80 at midn 29.77
	33 01	10-3 19	

Air below 70 on deck 8 PM 74 8 AM 70

Water 6 PM 74 8 AM 69

PM Considerable Gulf made in quite a fresh state
I find the ship to be and W of her receiving 9 Miles about
W & W as she has been on quite a number of cruises I cannot say it is correct

1
J. S. McIlwain from Havana towards Cronstadt

Tuesday 13th July 1841

Commencing with fresh breezes

from S.W. inclining to S.E. Sudden squally
appearances in the N.W. and light sails. Double reefed
the Topsails, Main, Mizzen and Mainsail; 8 to 12 Light
Sails from S. with heavy rain, 12 to 5. More settled

Wind inclining to S.W. Morning Moderate breezes from
the N.E. and West. Night Calm

and good breezes from

the N.E. and Cloudy

Lat 17° 43' 14"

Bar on Deck 6 P.M. 68 - 6 A.M. 65

Long 70 57 57

Water 6 P.M. 64 AM 64 1/2 Mond 65

Baromet. 29.98 to 29.94

First Boat hoisted considerable Gulf weed. Latter part
saw strings of Laminaria, weed like rock weed at daylight
water of quite a greenish colour thermometers indicate some current
from a colder region

Ship Medora from Yarrance Sound contact

Wednesday 14th August 1844

Commencing with fine breezes from the S.E. and the east. Sunday morning breeze and thick fog, with the wind shifting to N.E. at 10 o'clock in sight bearing north, & could reach the top of the morning. More pleasant under sail. Fine fresh air & the latter part pleasant and breezy.

12-33-05	42-37	13411	Lat 42-47
12-33-40	42-43	013611	Lat 42-47
12-34-32	42-52	920922	Long 53-50
37 41 25	128 11	970723	Course N 39 E
12-33-40	42-43	1914405	Dist 148
6 47	42-54	957202	Current 54282.3 m
12-40-35	42-44	90440	
9 9-2	75-46	422	
3 31 33	161-22	9-09-02	
45-08	00 41		
1-45	412 54		
1-06	37 47		
53-59			
53 50			

Barometer 29.95 to 30.20
 Air midch 66 60 66
 Water 66 64 62

Put the ship near the East point of the 24 hours. The above is 48 hours work the ship has now a hot course on. Dist good so that this is evidently a current. Follow Vane 18° N

Ship (Medea) from Havana toward, Cristobal
 Sunday 15th Sept 1844

commencing with moderate
 breezes from the N.E. and fine pleasant weather.

Throughout the night strong light from the N.E.
 Latter part

fine breezes and pleasant

12-51-57	47-37	13400	Lat 42-42
12-59-34	47-45	01300	Long 92-10
13-01-10	47-50	916372	Course 185 E
12-54-34	47-44	916334	Dist 68 miles
6-51	47-55	1897345	
12-6-25	42-44	948690	
4-11-11	76-03	9-37-11	Air below 60
3-25-74	166-42	9-41-11	
45-3	83-21		
6-15	47-55		
1-6 Error	35-26		
52-24			
52-10			

Baromet 30.20 to 30.30
 Air in at 6 PM Wind 3 AM
 Water 66 62 64
 64 60 62

A fine star showing 10° North variation. The sun's
 is 19° E 13 miles dist - run in 10 minutes. The current
 is running from the S.E. to the S.W. and

I have observed a considerable quantity of Gulf mud to day
 looking old and being not like that seen in the Gulf, very fine
 birds the air remarkably clear and transparent with a heavy
 dew last night.

Ship *Albatross* from *San Francisco* arrived *San Francisco*
 Friday 16th June 1848

commencing with Light -

breezes from the N E and fine weather. Sun over
 four ships in sight standing to Westward one of them
 showing 35-36 on Ship *Revere*, through the
 night light from N E. Morning a breeze from
 to W S. Clouds faint light from N E and fine weather.

Time	Sun Alt	Sun P. North 9-39	Declination
12-56 44	48-09	18353	12-38 54
12-57 30	48-15	1241	2-44-00 50' 23"
12-57-50	48-20	40352	13-36-09 1-58 220
38-52-22	140-44	476102	13-38-05 76 21 55 52
12-57-27	48-14	1894696	
0-6-55	48-11	947348	
13-04-22	48-25	9-41-36	
9-45-35	42-41	3-59	
3-18-47	76-22	9-46-25	
	167-27		
45-12	83-43		
4-30	40-25		
1-00 Error	35-18		
50 40			
50 04			

Left Obd 42-40
 Long thin 50-44
 Course S 89 E 6
 Dist 68 Mile

Water some quantities of Cull (Cull 1-43 E 8 miles)
 Wood looking very shiny and somewhat like at 66 64 and 66
 Like a bunch of Corkum. (Note 65-68-64)

Baromet 30.80

According to my charts the ship today at Meridian
 is in 32 fathoms water but 11 fms from bottom
 of soundings so that it is not in the same depth
 so far south as laid down on the chart.

Ship Medora from Miram towards Christchurch

Saturday 17th August 1844

Commencing with moderate breezes from the S.W. & some fine weather

Through the night Moderate breeze to S.

Light Port moderate

from the S.E. & 3 sails in sight Hauling to W. & a fresh.

Back Hauling to E.

Barometer 30.14

Air 6 P.M. 64
Night 60
3 A.M. 60
Morning 62

Water 66 - 59 - 60 - 60

Lat 42-52

Long 171-22

Course S 55 E

Dist 21 miles

Current S 31 W 19 miles

Morning thick fog

Lighter port Water very much

agitated by rolling & heaving like strong currents.

Spotted as large stick of timber with 3 square iron bolts sticking in it

Spotted as dead whale with a Bonnet Lascar to him apparently dead about 10 days

Ship Worcester from ...
Sunday 12th Sept 1851
Commencing Moderate

breeds and fine weather throughout the night
Moderate breeze from the S.W.

and happy ends good breezes and fine weather

True Course N 50 E Dist 48 52
True Dist 93 Miles Barometer 30.4 to 30.1

Current N 10 E 11 miles

Air at 6 PM	Midnight	7 AM	10 AM
62	64	58	62
Water 64	62	59 1/2	56 1/2

Sounded at 6 PM in the following fine sand on the reef
10 ... 38 break three
4 AM 33

Morning saw 5 Schooners at Anchor to the ...
During the last 24 hours there has been 18 vessels fast
standing to the ... found a great many birds sitting on
the water. Later part strong rippling ...

English Ship from of ...
St John's near Brunswick 25 days out his Longitude
being 49° 30' more at that time 50° 00'

Ship Medora goes Monrovia towards Concord.
Monday 19th Aug 1861 First Part Moderate breeze
from the S.E. through the night increasing breeze and

Waves with a confused running & double reefed the topsails
Latter Part fresh Gales with a very confused sea running

Baromet 30 to 29.80 Course N.W. & S. Lat 44-57
Dist 22 miles Long 47-15
Air in cabin 63

Air 5 P.M. 54 10 P.M. 61 6 A.M. 62 Wind 62
Water 49 1/2 54 56 58

A Breeze in company

Saw 2 Vessels bound to the W. the last 24 hours.

Passed some sprigs of Gulf weed the latter part of the 24 hours

Tuesday 20th August First Part Stronger Gales with a confused
sea on. Through the night hard Gales with torrents of rain.

3 A.M. brought to under close reefed Main. Laid Main. Spencers and Stairs

Latter part More Moderate but close reefed topsails Main Hoisted
& fore topmast staysail as each confused sea running Wind a S.E. to
E.S.E.

Baromet 29.80 to 29.60 Lat 45-10
Water 5 P.M. 56 Air Cabin 67 Long 46-53

Quite unwell myself for two days

Ship Motora from Havana towards Cristobal
Wednesday 21st Aug 1844

Commencing with strong Gale and on high Ex-
posed during the night strong Gale weeing to the
with thick rainy weather 4 1 PM More Ship to
S E 5 Morning thick weather with a very confused
sea running wind N E by E and fresh Gale with a
thick foggy No Observations Lat N R 46 58
Long ... 46 55
Barometer 2960 to 2955 Air 62
Air on Deck 55 Water 54 1/2

Thursday 22nd Aug 1844

Commencing fresh Gale and on high S E sea running
through the night very thick and foggy with decreasing
breezes continuing to 10 AM Morning very thick and
foggy like rain Colled some bunches of a long stringy weed
Latter part fresh breezes and very thick foggy wind from
the Westward Barometer 2956 to 2940 Lat N R 46 12
Air on Deck 54 below Deck 60 Long ... 45 48
Water 52 1/2 No Chance for Observations
quite Poorly myself

Ship Victoria 3, 1 ... towards ...

Thermost thick foggy weather Like rain ... all the
time Drifting from the rising Wind veering from NW to W to SE
and Drifting across
Lat ~~46~~ 46 50
Long 111 11
Saw at 6 PM 54 Mts 52 Long 111
Saw at 2 PM 24 47 ... 7 AM 52 " 54
Mts ... 59 " 56

Sunday 21 Aug 1844 Commencing with
More Moderate Gales and a ...
3 to 12 Wind ... to SE ...
observed ...
Lat 46 50 Long 111 11
Saw at 2 PM 24 47 ... 7 AM 52 " 54
Mts ... 59 " 56

... the last 6 days ... 111 11 miles
... the greater part of the above ...
... the first two days we had no observations while
... the vicinity of the ...
Saw at 2 PM 24 47 ... 7 AM 52 " 54
Mts ... 59 " 56

Ship Medora from Havana towards Cronston
Sunday 25th Aug 1844

Commencing Moderate breeze
and Overcast Through the Night Good breezes and
foggy with Light rain Wind from W to SSW
End Moderate

and passing foggy banks

Barometre from 29.46 to 30.00
Course NNE
Dist 101 miles

Lat. 43-11
Long 42-10

Air 5 PM 58 Midnight 57 6 AM 56 Wind 57
Water 54 53 54 56

found on observing 20° Variation North the Ship to have
lost a current - Setting S 27° E 11 miles
first Part a strong

heavy swell from the S
to see a number of Gulls or some Pieces of
rock need in some things

Ship Medina From Havana towards Croustad

Monday 26 August 1844

Commencing with Moderate
breezes and passing clouds ^{wind NNE} through the night fresh breezes
from the N^W

Morning fresh breezes from the N^W and
passing squalls Later Part Good breezes from the S^W
passing clouds

Barometer 29.60 to 29.72 True Course 61° E Lat 11° 03'
Air 62 True Dist 106 miles Long 79° 42'

4 P M Sailed 2 or 3 large patches of regular Gulf-weed

6 A M Water quite Green continued so throughout

Temperature of Air 6 P M - 64 Midnight 63 - 7 A M 61 Wind 63
" " " Water " " 66 " " 67 " " 62 " " 61 1/2

At Meridian Water quite Green I fell by 40°
West by Star when the ship was still in no current

Compass Course East

Ship Medora from Havana towards Cuba

Tuesday 27 August 1844

commencing Good breezes and
Passing clouds and fine weather

Through the Night Moderate
breezes from the N^W & E. Overcast
Early Part Light breezes

Fairly to 3rd Overcast No Alterations

Barometer 29.72 to 29.80	Course S 62 E	Lat 29 32
to 29.75	Dist. 65	Long. 88 13
Air thermometer 69		

Air on Deck	midnight 64	6 AM 64	Min 63
Water	63	63	62

At 11 AM passed out of the Spanish Cofre in the
- compass course East by North and 28° West by
Saw a few birds on the water

Ship Medora from Panama towards Cienfuegos

Wednesday 28th August 1844

Commencing with Moderate

breezes from the N^W and W^{NW} to 12. Wind freshening

and freshening to N^W 12 to 4 Strong breezes from N^W 5

5 A.M. single reefed the Topsails fresh Gales 7 A.M.

Strong Gales Double reefed the Topsails Latter Part

Strong Gales from N^W & E^{SE} Partly Clouds

Baromet 29.75 True Course 48 hours N^W & E^{SE} Lat. 4th 50 11
to 29.70 and 29.70 True Dist 186 Miles Long. 35 27
Air 66° Cabin 9 A.M. Air on Deck 55
Water 62 $\frac{1}{2}$

Saw a Brig Standing to E a Ship and Barge

Standing to W^W Current S^W 6° E 13 Miles lost 48 hours

Variation 32° Westward

Thursday 29th August 1843

Gules and on high sea for the word
Phonix

with dressing and making to a

Good breezes from N. & W. S.

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Air of Cabin. Time 2 1/2 / 31 May Jan. 1860
 60 1. 2000 ft.

Li on Deck 6 AM 53% Water 58%

Jan. 30th 1831

- Current setting N 34° E 10 Miles

4 PM Saw a Bird Standing to E^W

6 AM " " " "

Places this 24 hours Water quite Green.

Ship *Medea* from Havana Harbor
 Friday 30th Augst 1844 commencing with good breezes
 and falling clouds rather warm through the night fresh breezes
 and overcast NNE

Latter Part Light breezes inclining to E
 with a long swell from the N.E.
 Latitude 23° 05' 43" N Course 89 E 89 - Left Cuba 51 11
 Air Cabin 65 Long thro 31-02
 1st 90 miles
 6 PM Air 53 6 AM Air 55 Current East 7 miles
 Water 57 1/2 Water 57 1/2

Time per Watch	Star A Column	Mon & L	Distance N & L
B-10-40	26-49	47-15	52-57-10 Error 104
7-57 Route		20 55-27 1/2	52-57-03
2-18-45	26-45	46-45	14-10 289 15 hours
15-10-40			53-12-21
2-4-20			46-45
51-12-21	50-07 XVII	99035	26-45
2-01-31	22-39 XIX	2246	126-42-21
53-12-52	3-15 XXI	0060	62-21 11 1/2
53-26-06	36-11 XXII	16301	13-58-09 7 Remains
12-14	32 XX	17610	24-24-50 2 Remains
11336	2-00-31	6960	
NA 2000			
1456			

Time per face of Chron
 3-10-40
 15-10-40
 15-10-45
 6-27 Error over her rate of 285 minutes too far west
 4-24 Error at Havana 12 6 to far west
 1-57 Error further west 29 miles beside the Havana open

Time per face of Chron
 3-10-40
 15-10-40 Mean time as shown by Chronometer
 15-25-06 Mean time as shown by Lunar
 14-18 Error and rate as per mean of Lunar
 7-57 Route from Boston
 6-21 Error per Lunar
 4-24 Error at Havana
 1-57 Error to day per Lunar above all rate or former Error

The above is the mean of 6 first observations Making the
 Chronometer after her rate and Havana Error are a lower 29 miles to far

Air on Deck 61. Water 61. Current & Weather 10 miles

Ship *Albatross* from *Manana Island* Easter
Sunday 1st Sept 1844

Commencing with Moderate
breezes and shifting winds from Wnd

Through the night
Increasing breezes inclining to S^W
Latter Part Strong

breezes and forecast wind S^W Westerly
Barometer 30 to 29.72 *Sea surface* 32.8 *Leath Obsd* 52-37
Air in cabin 70 *do* *Distance* 106 miles *Long thro* 29-10

Air on Deck at 8 AM 60° *Current* S 64 W 10 miles
Water 59

Saw Numerous Birds some white Gulls

Ship *Albatross* arrived *Manana* towards *Cronista*

Monday 2 Sept 1844

commencing with strong breezes from the NW pushing to the NE through the night with breezes and gusty squalls from NW

Letter Post Secretary

breezes from NW with falling clouds and in *Longwell*
Barnstable 2972 True Course N 88 E Light W 54-26
 to 29-78 True Dist 139 miles Long 26-49

Air in cabin 66
 on deck 6 PM 55 Water 57 1/2
 1 AM 58 " 56 1/2
 Water Greenish Current N 45 E 19 miles
 Course from 60 E some to 40 short - a line 83 1/2

Line Chas	20-02	23340	
10-09-40	20 0	60107	
10-10-26	20-11	912425	
10-11-11	84 19	990832	
30-37 25	28 17 20	1127004	8-25-20
10-10-20	54 15 12	463502	83
8-9 Rate	02-10-02		0 34 55
10 18 37	16 4 42 24		
0-34-55	02 24-12		
1 43 42	20-17-20		
	54-03-50		
15 10-30			0-03
10 45			6 89
1 6			1-30

Over at *Manana*
 27-01 30
 13 30 Line 8-30 Am
 28 48 10

10-10-20	
10-17-07	
0-34-55	
1 42 12	
15 3	
10 70	
25 33	
1 6	
26-39	
27 01	
22	
4	
106	

Ship returned from Havana & arrived at Boston
 Tuesday 3^d Sept 1844 commencing with moderate breezes
 from the NW and fine weather
 through the night good breezes

Drifting to NE Latter Part decreasing breezes Drifting to W

Baromet 29.70 63000 True Course 48 E Log 55-41
 Air Cabin 67 True Dist 11 miles Log 24-20

Air on Deck 64 Mth Water at same time 50th
 Current 36 E 6 Miles

I have passed directly over the spot on the chart
 where a ship & on the 21st is said to have been

Mean Time by Mean of 14 Lights of Lunar

Distances with Different Telescopes between Sun and Moon 20 41-01

Mean time per Chronometer face - - - 20-20-21

12-41

8-13

Rate from Boston at 4 Mth Losing - - - 4-28

Error at Havana as per Observation - - - 4 24 4

By Stellar Observations I make her 35 miles

too far to Eastward of the Ship after rate and Error are allowed
 but I feel more confident of the Observations taken between
 the Sun and Moon as the air was perfectly clear and a
 good opportunity with good Instruments

I will the Chronometer to say 1° 6 1/4 Miles to the
 Eastward of Ship after adding her Boston Rate

Ship *Moderay* from *Manana* towards *Greenwich*

Wednesday 4th Sept 1841 Commencing with moderate breezes

from the W³ and passing clouds through the night very light breeze

to Eastward Light breeze from the N E

Baromet. 30.9 to 30.19 True Course N 69 E Lat 44° 56' W
Air temp 65 True Dist 53 miles Long 68 22-57
Current 1/4 N 1/4 W Miles
Air on Deck 50 to 53 Water 56 1/2

Mean time by Lippers observations with Circle 13 44-45
do do do Chronomet. do 6 13-37-59
Error at Manana 1° 6' in 6-46
35 1/2 miles

Mean time by Mean of 18 sets of distances with
Circle and sextant at 11 AM 1-26-46

Mean time for Chronomet. aft Boston Watch
is ~~1-20-50~~ added to it of 217" is 1-20-50
Manana Error 5-59
1-24
1-26

Working the Chronomet. too far to 15 30
the Eastward by 21 miles after the
Boston Watch and Manana Error are added 21 30

Ship Medora from Havana towards Boston

Thursday 5th Sept 1844

Commencing with moderate

breezes freshening to S E

Through the night fresh

breezes from the S E and fair

Sea - Dard fresh

Bar 30.45 from 30.19 to 30.45

Bar 30.19 to 30.45

Course by 189 E

Lat 21° 55' 47"

Long 62

Dist 50 miles

Long DR

21 10

Air on deck 54 Water 57

Ship Medora from Havana towards Boston

Friday 6 Sept 1844

Commencing with fresh breeze

and clear S

to S E

Through the night strong

breezes and cloudy with East

Sea - fresh Gales

and passing signals from the S

Baromet. 30.9 to 30.95

Course by S E

Lat DR 21 11

Long 64 Air on deck 55 Water 57

Long DR

21 05

Ship Medora from Olancho to New Brunswick

Saturday 7th Sept 1844 Commencing with fresh
Gales and blowing wind at East

Through the Night
In day Calm and a confused sea with strong rough
wind blowing 2 points

Morning More to SE wind more
Latter Part More Moderate wind N E & E
Baromet 29.90 to 30.14 - bar 72 h x 60.08 Lat 46-34
Dist by wire 21-12
Air 52

Sunday 8th Sept 1844

Commencing with moderate
by decreasing breezes and increased wind E & E
Through the
night decreasing breezes blowing to NW
Latter Part

Fresher breezes from NW
Baromet 30.14 to 30.34 - bar 72 h x 60.08 Lat 46-50
Dist by wire 19-12
Air on deck 49 Water 55 1/2

Ship ... from ...

Monday 9th Sept 1844 commencing with strong breezes from the NW through the night strong eales with much sea wind NW

Evening Stronger Gales and a high sea

morning falling clouds and ...

Baromet 29.64 to 29.65 Course 40° N 40° E Lat Obsd 57° 54' Dist 220 miles Long Obs 141° 56' Air Calm 66

Air on Deck 84 on 55 Water 55 1/2

Course then E N E about 4 ft for some of sea wind 88° ... Variation I will give the ship to work 20 miles to the ... Receiving

Tuesday 10th Sept 1844 commencing with strong Gale from the ...

Through the night strong eales a little on the decks with falling clouds a high sea morning Southern Port

More moderate inclining to W sea decreasing

Baromet 29.65 to 29.73 True Course 86° East Lat Obsd 58° 54' Air Calm on Deck 85 Water 55 1/2 True Dist 145 miles Long Obs 10° 46' more steam 163° Ship 5 miles to 2 of receiving

Wednesday 11th Sept 1844 commencing with strong breezes and decreasing sea Wind NW & NW

Through the night strong breezes from

W and squally Wind NW & W to ...

Baromet 29.73 to 29.81 True Course 87° E Lat Obsd 59° 22' Air Calm 59 Water 54 1/2 True Dist 135 miles Long Obs 6° 40' Course then N E & N E 24 hours Lat Obs 59° 42' Long 6° 30' Cause 72° E of ...

Ship Medora from Hawaii towards Cronsta
 Thursday 12 Sept 1899
 commencing with strong Gale
 from the N. W. wind squalls through the night
 Strong Gale and much sea.
 Left Port Strong Gale
 from the N. W. at 10 A.M. made True Sounding ENE
 he came at 20 miles North Ronaldtha S.W. 21 miles
 made Fair Island being S.E. the compass 25 miles
 Baromet 29.50 to 29.77 True course N. 34 E. Port W. 59 39 or
 Air Cal 62 W. 34. True Dist 104 miles Day 2-00 m
 course Steer E. S. E. h. Compass 29 North Tamer

I find by the bearings of the Land the Chart to be 1040 miles
 too far to the N. W. after allowing for Chron Error of 1.06 2 fms
 then to be about 84 miles too far to the N. W.

Chron. 6' East

Chron. Error 1.6

True Dist 1.43
 4.3

$$\begin{array}{r}
 0-51 \\
 4-5 \\
 \hline
 12-56 \\
 2-4 \\
 \hline
 15-00 \\
 76 \\
 \hline
 24
 \end{array}$$

Ship Master from Havana to the coast

Friday 12th to 13th commencing with heavy weather from
the N.E. and much sea. At 1 P.M. saw the Light House
on Cuba, bearing S 10 E & 4 or 5 miles in a storm.
Sail beating to N.W. & Barque to E. Standing S.W. a schooner
to E. Standing to S.W. a Cutter from Havana Standing to S.E.
9 P.M. Sundry boats but visible from deck bearing N 4 W

Weather. Wind more moderate with lasting calm

Barometer 29.7 to 30.1 Course S 71 E. Port line 52 5.5
Air calm 62 True Dist 111 miles Long the 1-27
Air & sea 54 Water 54 Current S 10 W 11 miles
quite in mid

Saturday 14th to 15th

commencing with fresh breezes from
the N.E. and passing clouds through the night becoming breezy
inclining to E. Morning fine and pleasant Wind N.E. by

Passing a fishing smack. Ends moderate from the E. Sea

at 10 o'clock bearing N 4 E

Barometer 30 to 30.15 True course S 62 E Port line 52 11
Air calm 60 in 54 Water 54 True Dist 104 miles Long 4-19

Current S 54 N 9 Miles Course Steered S 62 E abt 20° W Variation

myself quite well

Ship 111.000 from Havana towards Cuba
Sunday 15th Sept 1844

Commencing with light

Northerly winds and fine weather

Inclining to E^{SE} Midnight tacked to E^{SE}

Morning fresh Gales from S^{SE} Double reefed the
topsails set in mainsail & 1st Mst and on Coast
very heavy from E^{SE} to E^{SE} but some boats about
20 Miles East were ship to S^{SE} fore and aft

topsails set Main shrouws reefed foresail

Gales and sailing from S^{SE} to E^{SE} in company

to 11th Barometer 30.15 to 30

Air 59

A short high sea running 11th sea

Brig standing 11th 11th 11th myself quite unwell

Monday 16th Sept 1844

Throughout were Gales from
S^{SE} veering to S^W & were ship to S^{SE} under 155 fathoms

under Ends Main Gales and thick rainy weather

Barometer 30 to 29.37

Air 60

myself quite unwell

Ship Medora from Havana towards Cronstoun

Tues 20th 18th 1854 Commencing with fresh gales

and strong from the S.W.

Middle Part Wind Inclining to

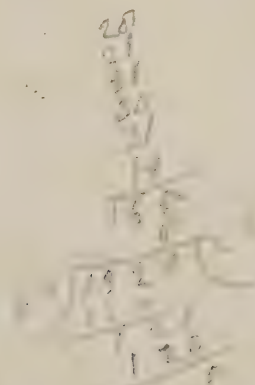
N.W. 10 or up to 12, a light sea at morning
O'fall's land to S.W. I saw the land about the coast of

forming. Mention strong breezes from the N.W. spoke
a Pilot boat and went on shore in a Pilot-

the River near the Port of Lincoln. Pilot house on N.W.

Baromet 29.35 to 29.50	Therm 72 to 82	Lat 57. 58
Long 64	Time 10. 11	Time 7- 27

After day closing at Probable. Can-
He 24 hr of the 16th after dark, then to N.W. that the ship was
not made & seen by the coast and more too



The ship has been anchored towards Pointe
 Monday 19th Feb 1844
 Commencing with fresh breeze
 from the NW & fine weather. 8 PM Christian seen.
 Light being N 8 E 12 miles. When hauling to E & N
 increasing to 12 miles a fresh Gale rising from the N & N E
 for the night

wind decreasing small vessels in company
 Baromet 29.50 to 29.95 True Course S 12 E Lat 40 57-58
 Dist 11 miles Long 7-43
 Air 62

Cannot return to the ship about 1 knot the hour.

Tuesday 20th Feb 1844
 Commencing with decreasing
 breeze and fine weather wind from the E & N E
 12 knots to

Morning Lameness Light N 8 E 10 miles distant
 Lat 40 57-58
 Drifting to the N & N E large seaweed vessels in company
 Light Breeze on the E side bearing N 8 W 8 miles

Baromet 29.50 to 29.95 True Course N 8 W Lat 40 57-58
 Air 61 True Dist 11 miles Long 6-53

A fine after making a fair allowance for leeway
 and allowing 2 pts Westerly Variation the ship has been taken
 by current N 36 W 30 miles fair Pines

Chronometer works within one mile of right
 allowing the rate of 2 seconds a day looking since
 last run.

Ship Medea from Fair and smooth weather
Friday 20 Sept 1844

commencing with fresh Eales and
breeze and in the P.M. Light Breeze Point N E 1/2 S
and continued N E 1/2 E
Through the night strong

Gales from the E 1/2 S close reefs
Latter Part decreasing
gales and had not several vessels in company latter

Light N E 1/2 S the compass 10 Miles
Baromet 30.19 to 30.27 true course S 76 W Lat 60 57 25
Air 62 Time 11 9 miles Long the 6-32

Current N 33 West 27 Miles

Saturday 21st Sept 1844

commencing with Light breeze
Anchored to S 1/2 E Sunday morning at 10 o'clock from 10 1/2 to 11

Light on Lister N 1/2 E the compass Light on land west E 1/2 S
Middle part nearly calm morning w breeze from E 1/2 S
Several vessels were seen Latter Part decreasing breeze

Anchored to E 1/2 S True course S 45 E Lat 60 57 30
Baromet 30.27 to 30.17 true course 24 miles Long the 7-07
Air 60

Current N 33 W 19 miles

The high Land of Lister bearing N 1/2 W 25 miles makes
in two files the shortest one to the W 1/2 S

Ship Medusa in Breeze to the south
 Monday 22^d Sept 1844 Breeze with Light breezes
 and Parting clouds through the night. Moderate
 breezes from S E and S, cloudy morning. Moderate breezes
 and Parting clouds. Parting clouds moderate air. Parting clouds
 20 vessels in company

Barometer 30.17 to 30 One course 24° E Part Alt 57.29
 Air 50 One Dist 44 miles Longy air 8.38

No Current this 24 hours
 10 fathoms in 50 fathoms Gray sand with
 black specks and shells

Ship Medusa Boreward Cranston

Monday 23^d Sept 1844

Breeze from the north Moderate
 breezes and Parting clouds with Parting to S E

Through the night Moderate air Overcast looking at last
 advantage

Parting Part Moderate breezes and Parting clouds

30 to 40 Sail in company

Barometer 30.16 to 29.91 One course 24° E Part Alt 57.44
 Air 61 One Dist 43 miles Longy air 9.42

1000 Miles from Havana in 100 days
 Sunday 24th Left with
 commencing with fresh breezes
 from the E and Freshy clouds
 Throughout the night - fresh
 breezes from the E & ESE and Freshy squalls
 Rather fair & fresh
 breezes and Freshy clouds 30 sail in company
 20 to 30 sail. Parted out to W. 75
 From 29 30 to 29 97 True course N 21 W Lat 11 00 Long 87 49
 Dist 10 miles from 9 41
 Air 62

1 A M 1911 - the boat between the high land
 called Warhalls being 1/2 to be covered steam etc
 1/20 M. night to be on an at 9 1/2 M from the
 same land S. E. the Conyia

With Medea from Wharfedale towards the coast
Wednesday 25th Sept 1844

Commencing with moderate
breezes and passing clouds at 1.40 in company
first part of
night mostly calm so a light breeze from the NW
Morning increasing breeze from the N.E. 40 knots
in sight 10 AM with the light house on the
Kear Point S 41 12 miles
Further Part five
breezes and thick clouds can light N.W. 8 miles
Barom 29.97 180 Barometer 28.14 Altitude 57-51
Air 51
Wind light N.W. 10-14
Current N 50 E 3 miles

Thursday 26 Sept 1844
Commencing with light breeze
and passing clouds from the NW
PM Passed about
1 mile to E of Light-Ship on the Brindley course
Stem by compass S.E. Midnight - Passed about 2 miles
to E of Light-Ship on the Anhalt reef course then
from Brindley S.E. for the revolving light on
Anhalt-Island 3 AM made the light on the
Havill revolving bearing S.E. by compass 1 hour - crossing
Coast & passed the Castle of St. Andrew in 3 fathoms in
Chinore Roads and on to Port of Antigua

Ship Macdon from Havana towards Constant
Friday 21st Sept 1846 Commencing with fresh
breezes from the W. & discharged Martin, Campbell
and John Picket Shipper John Campbell and
Anderson the latter as Carpenter and Seaman
at 13th and should be so his duty well to leave 14th
& engaged the Norway Pilot Engaged A Lind as
Whitick Pilot at 20th received some Wood Water and
small stores 8 P.M. ready for sea. Sunset Pilot
on board 5 A.M. Got under way. Merion
a cargo here W & W per compass Sunset Pilot left us
Lands fresh breezes from the W. & saw Bark Drift
Lying in Elmore when I left

Barometer 30 Air 61

Saturday 22nd Sept 1846
Commencing with fresh
breezes from the W. & Employed beating down the Coast
7 P.M. Made the Light on Falcater bearing N E 1/2 E
1 1/2 pt off to S E 1/2 S 1/2 E 10 E 1/2 S Through the
Night Strong breezes and hazy Morning thick
Hazy with fresh breezes from the E. & A.M. saw
Pernambuco bearing E S E
9 A.M. Light on Pernambuco
bearing South 5 Miles Starry E 1/2 W per compass
Barometer 30 to 29.95 Air 60

Ship Medora from Havana towards Boston
Sunday 29th Sept 1844
Commencing with fresh breezes
and Drifting clouds and from N.E.
through the night

Fair breezes and Hazy
Saw Part fresh breezes and

Passing clouds arrived Westerly
It Course from 10 AM to 10 PM E.S. 59 miles
2 10 PM to Merid E to E 70 Miles

From anchor 29-25 to Ship S.W. S 20 miles
29-20 from her recom. Long thru 17 25
Air 63
True Course x 8 E 106 miles 26 hours
Passed a number of Whales Down

Monday 30th Sept 1844
Commencing with fresh
breezes and Overcast wind from N.E.
2 White squalls
from the N.E. Shortest sail to close port & sails
Main spencer & Foresail & reefed foresail in fore topmast
Through the night Shortest Sails from N.E. Midnight
more to W. Daylight Mod-Moderate Made sail
S.W.

Ship Medera from Havana towards Cienfuegos
 Monday 30th Sept 1844
 Commencing with Light
 breezes from NW
 Through the night Moderate and light
 from the NW
 Latter Part breezes with fresh breezes
 from NNE
 Baromet 29.50
 Lat 57 21
 Long 81 49
 Aug 60

Tuesday 1st Oct 1844
 Commencing with fresh breeze
 from NNE
 2 Light squalls from NNE in sail to
 close reefed fore sails and Main lower with foresail
 fore sail fore and Main - Let sail
 3 More Moderate tacked this fore Made sail
 wind NW
 Latter part fresh breezes freshening to NW
 Saw a Schooner standing to S a Barque standing to E
 3 sail to NW on same course
 Baromet 29.50
 Lat 57 22
 Long 81 44
 Aug 61

Wednesday 2 Oct. Meadow towards Looe started
commencing with storm, breezes and
thick rainy weather. Wind from NW to W
and soon blowing fresh for

the SW - shifted sail to three reefed topsails and foremast
11 O'clock to by the wind on. Last boat took wine for W & W
Daylight More Pleasant bore off to NE by E
11 Made

Daguerrot being E by S 26 Miles (compt)
Latter Point

Strong Gale from the NW & W. Looe reefed in company
Daguerrot SE 17 Miles Fort 52-50
Baromet 29.50 to 29.22 Air 60
Fog 21-50 the

Thursday 3 Oct. First strong breezes from the NW

10 PM Daguerrot Light ESE 16 miles
8 PM Looe Light

Light ESE 14 miles
4 AM Looe Light ESE

Daguerrot Light SW by S Strong breezes and cloudy in
Haysails 8 AM Hookscar being SE by S 8 miles dist.

took 1st Reef in Haysails Ends Strong gales and rain
Baromet 29.15

Ship Morda from Canada towards coast
Friday 4th Nov 1844

Commencing with strong breeze
and thick windy weather from the S.W.

4 PM Portman
Lighthouse W 2 miles S. Highland High Light S W 3 miles

1 AM Seavers Light E S 10 Miles Dist now to S W
4 AM

Highland W 5 miles Now to E of Seavers Bluff Light -

Tower & E 4 miles 10-10 Seascar Light tower S W 5 miles

Ends More Moderate and Pleasant Seascar Light -

S W 8 miles

Ship M. from Liverpool (Contd)
Wednesday 23 Oct 1844 - 10 Got underway
11 Passed through the dock Gate with light airs from N^W
Ends the same on great many vessels in company

Thursday 24 Oct 1844

At 4 P.M. passed the Polwarren Light

7 P.M. Paper Ship & in Walker Capt Conduy bound
for New Orleans in Ballast. Polwarren Light E by S 18 miles

Middle Point Light bears from E by S and Liverpool

2 A.M. Lascar Light S E 5 miles 4 A.M. Lamer Light

N by W 3 miles 6-30 Hogland South Point N or N 1/2 miles

8-30 Rotskar Light Lower South 2 1/2 miles

Meridian
Lekholm Light house S by E 10 miles Ennals Fast Light
and Liverpool Log Dist 142 miles

Barometer 30.27 Air 60

Ship 11 and 12 in harbor house and
Friday 25th Commencing with fresh breezes and
Cloudy weather saw Bergen, Snap Head, and Plover

Light 10 Winholme Light South 12 Miles
Through the
Night Moderate breezes and rainy Morning 8 AM

Saw the Western Point of Long Island 128 Miles
Ends fresh breezes from S.E. and cloudy
Baromet. 30.27 Log Dist 160 No Observation
to 30.10 Air 62

Saturday 26 Oct 1844

Commencing with fresh breezes and cloudy weather
a breeze increasing single reefed the Topsails
Through the night fresh breezes and rainy
Ditto part

Fresh breezes and thick weather - I sounded in 12 fathoms
fine Gray sand with red specks

Ends Moderate breezes
from the S.W. several Whales in company

Baromet. 30.14 Log Distance 168 Miles
to 29.98 (No Observation)
Air 62

Ship Medora from Crossed Forward Cross
Sunday 27 Oct 1844

Commencing with Moderate

breezes and thick hazy weather 2 PM clearing a
little saw the Land about Helsing the South End
of Gotland bearing NNE per compass True it 17 miles

3 PM tacked to SE

Moderate breezes and overcast 4 PM

tacked to NE

3 Sounded in 26 fathoms Shallow Water

Moderate breezes and overcast several Vellin company

Merid sound in 20 fathoms Shallow in sound

Baromet 29.90

Breeze S by W

Height 65 36-27

to 30.10

Wind 17 miles

Long 17-19

Air 76 cubic

Long Dist 103

Monday 28 Oct 1844

Commencing with Moderate breezes

and hazy 1 PM in sight of Island to W 2 PM

tacked ship to SE Island Light House WSW 22 miles

Through the night light breeze and calm 4 AM
sounded on the north side Bunk in 10 fathoms water

Daylight Light breezes from the SE
breezes for SE 5 by Dist 69 Miles

Baromet 30.10 to 30.20

Lat 55.57

Air cubic 76

Long 16-10

Saw Island lying NNE
at 11 AM

Ship Medical Stores from the two stores

Tuesday 29 Oct 1844

commencing with fine breeze

from the ESE and hazy weather 8 PM made

Christians Light bearing W 1/2 N

8 to 12 Very thick mist
heavy rain at 11 PM Binnholm Light bore south

3 miles distant

Middle Point Strong Gale and heavy rain

7 AM saw Green Island bearing W 1/2 S 7 miles

10 AM saw Jeffers Head S W 1/2 N 11 miles

Early strong gales and thick weather

Wednesday 30 Oct 1844

commencing with fresh gales

from the E N E and thick weather 11-2 PM

Came to at Anchor in 9 fathoms water 40 fathoms

Scope 10 fms lead light tower S 1/2 S 6 miles

[illegible]

22-34
1-13
23-37 Route on 29 Nov -

53/4

Main Spencer for Meadow

Luff Leach 24 feet

After Leach 33

Head --- 22 feet

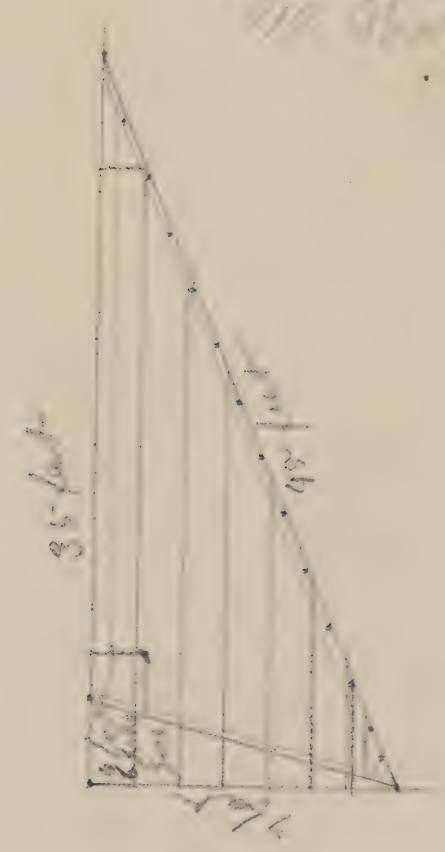
Foot --- 22 feet

Strait on the head 11 inches gone on foot
and 6 feet to a cloth gone on the must

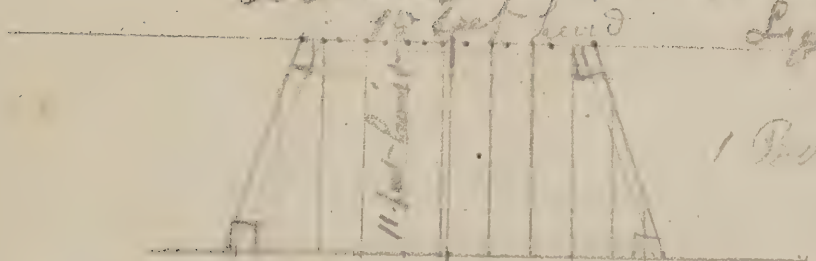
800 2 time over and
time filling time
Rasme 800000
2 Bolls and 14 yards



Flying Jib for medium
 Light Square Sloop
 11 ft. Mast



Fore Mast for Medium
 Light Square Sloop
 11 ft. Mast
 11 ft. Mast

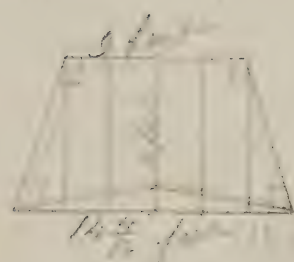


23 feet foot Cant Square on the port

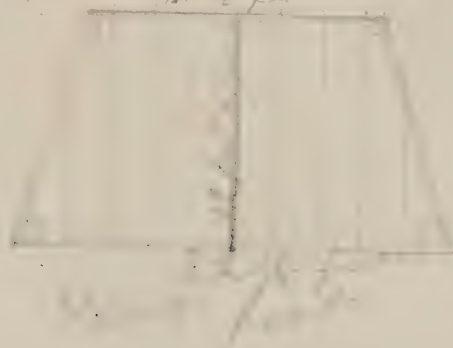
Diagram of 20' span for the same



Diagram of 20' span for the same

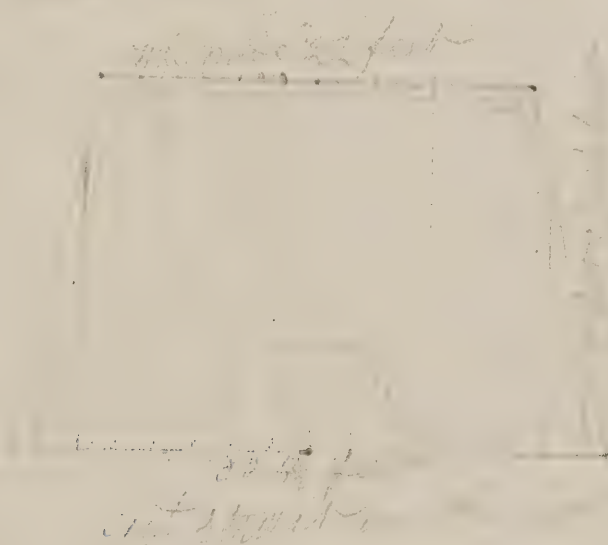


Main Recall of the 14th over
 Kachibin mountain the depth of the
 14 1/2 feet



1800 ft. Ravens Creek

Main Recall of the 14th over
 the 14th is 10 ft. below mountain for second or third
 11 seconds of 1 inch and 8 1/2 feet below the 19 feet under the
 more than the 14th



James Murray and Co. Washburn
 18 feet high
 22 feet long

$$\begin{array}{r}
 13 \\
 \times 87 \\
 \hline
 91 \\
 1040 \\
 \hline
 1131
 \end{array}$$



James Murray and Co. Washburn
 18 feet high
 22 feet long



$$\begin{array}{r}
 22 \\
 \times 87 \\
 \hline
 154 \\
 1760 \\
 \hline
 1914
 \end{array}$$

1. James Murray and Co. Washburn
 18 feet high
 22 feet long

$$\begin{array}{r}
 34 \\
 \times 87 \\
 \hline
 238 \\
 2912 \\
 \hline
 2950
 \end{array}$$

$$\begin{array}{r}
 12 \\
 \times 87 \\
 \hline
 84 \\
 960 \\
 \hline
 1044
 \end{array}$$

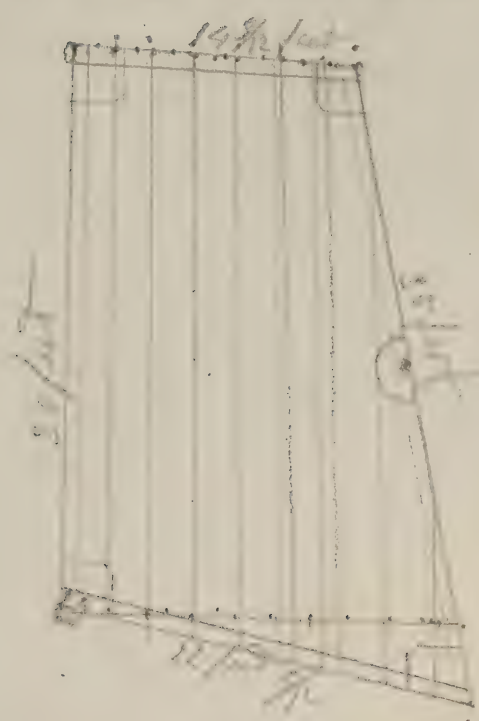


2 1/2 ft. deep side of 1/2 ft. thick
 3 ft. 6 in. from center to the side
 5 ft. 6 in. from 1/2 ft. 2 in. thick side
 3 in. from side to the center
 6 in. from side to the center



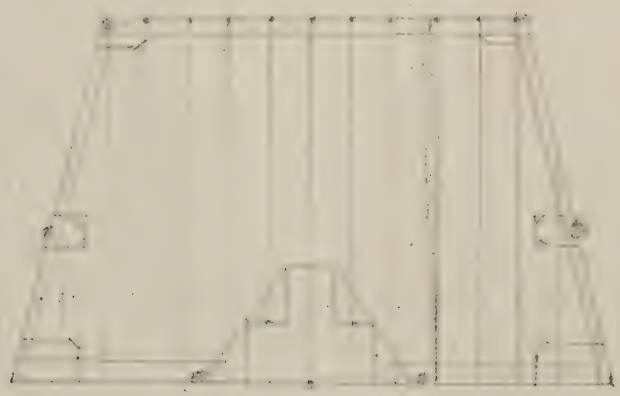
Roof McGowan, foresail 36 1/2 feet head
 26 1/2 feet front 26 1/2 feet deep it is a
 made of 10 inch canvas, 12 in. and round
 lined with mixed cotton. Lined taking 6 bolts nearly
 a 1943 and 1/2 ft. in. Lined with

Mowey Captains Sturdy boat for the Mowey
 Mowey of the River Lark 1872



Cut 30 ft from the
 2 in 1/2 ft 1/2 in
 on the head
 and 2 ft 1/2 in
 on the tail
 Run 1 1/2 ft
 10 ft 2 1/2 ft
 Lead and foot Rope 2 1/2 ft

Ship Mowey Sturdy boat 14 ft 22 ft
 2 1/2 ft

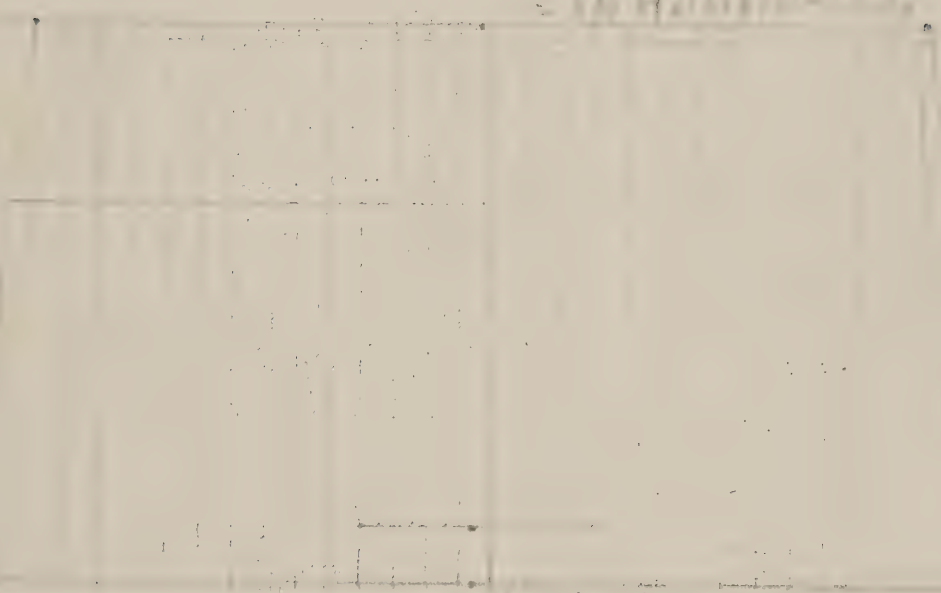


12 ft 1/2 ft of 10 ft
 10 ft 2 1/2 ft

The Spring Staying for the Medina after lunch
 27 feet Left bank 22 feet 1 foot 10 feet 2 inches 3/4
 on the foot



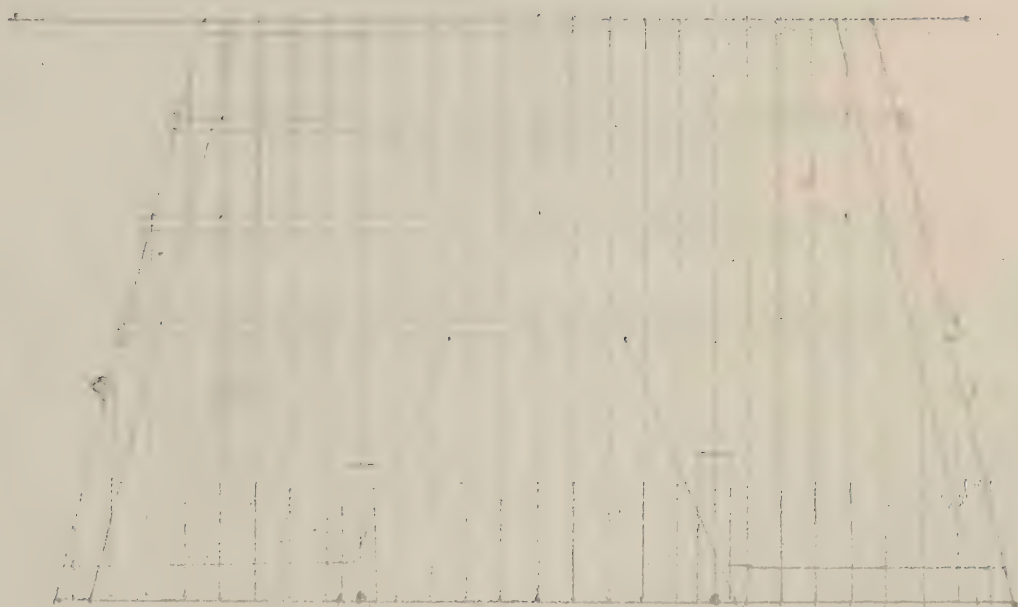
1874/1875



The Medina 47 feet high, 26 feet wide 55

1874/1875

Ship's Drier's best heavy Main Top-sail	Dimensions
hoist in Centre	28 $\frac{1}{2}$ feet
hoist of Larch	31 feet
hoist	34 feet
foot	49 feet
1 st reef from head	2 $\frac{1}{2}$ feet
2 nd " from first	5 feet
3 rd " from second	5 $\frac{1}{2}$ feet
reef tackle single from close reef single	1 foot
Buntline grommet for close	16 feet



Main Top-sail for Ship's Drier 30 feet hoist
 34 feet head, 43 feet foot. Latten corners 16 $\frac{1}{2}$ feet
 1st Reef 5 feet 2 inches from head
 2nd " 5 feet from the 1st
 3rd " 5 feet 10 inches from 2nd
 Buntline cringles 16 feet from the clews
 Top Lany 4 cloth outside the Buntline holes in foot to 1st clew
 reef tackle cringle 3 $\frac{1}{2}$ feet from close reef
 Buntline cloth 6 feet containing 227 grommets

Reef to the circle from cross reef 2 1/2 feet

North Eastern 1881 Census for soil of Shipman Down

Lead
 100 ft

14 feet
 20 feet
 13 feet
 6 feet
 20 inches

100 ft Band from Lead
 Reef to be in the Band
 Count the holes of fast for clues
 from now 23 inches wide



Shipman Down - 1881

Lead 20 feet
 27 1/2 feet
 11 feet 11 inches
 Lead as
 finished



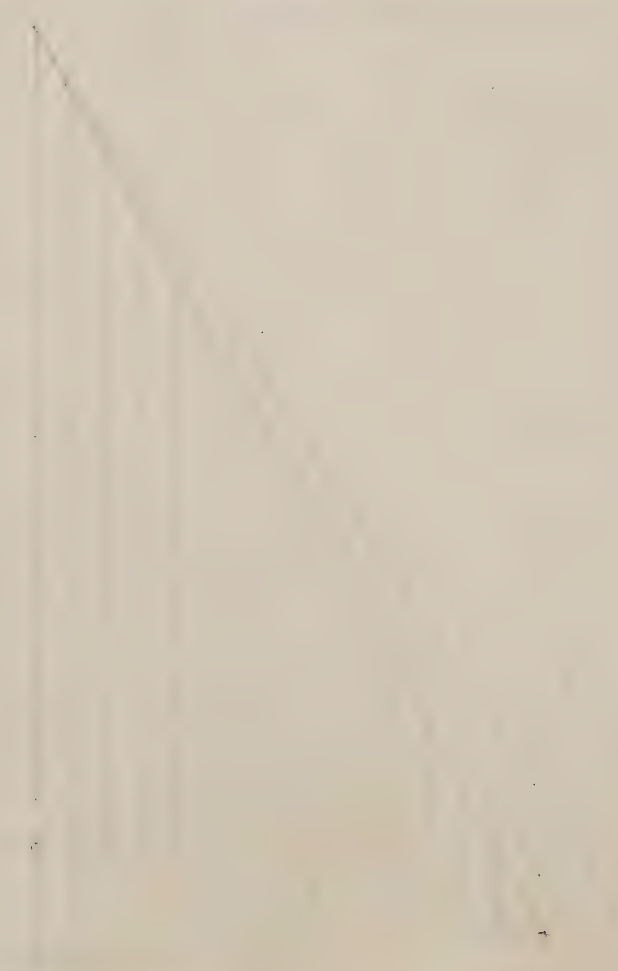
Handwritten text at the top of the page, possibly a title or header.



Several lines of handwritten text in a cursive script, likely in Urdu or Persian, spanning the width of the page below the header.



Handwritten text and a small circular stamp located below the diagram.

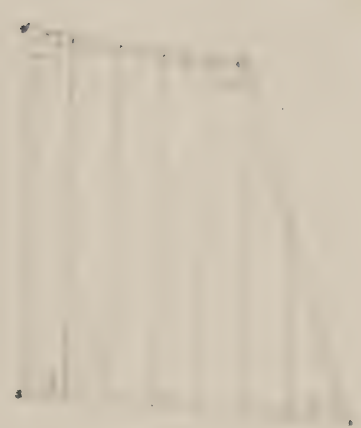


Ship Linn had New bottom down Bay side
 28 feet head on 21 1/2 foot



171 21 1/2

The ship Linn had New bottom down Bay side
 28 feet head on 21 1/2 foot
 2. 21 1/2



The Ship Linn had New bottom down Bay side
 28 feet head on 21 1/2 foot

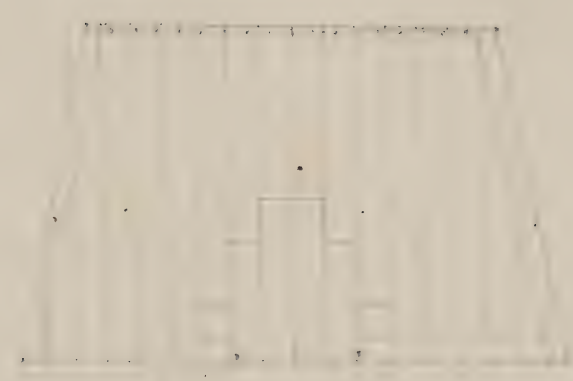


Height 19 feet
Diam 9 1/2 feet
Foot 30 feet
Cut 12 inches low on foot

Handwritten notes at the top left of the page.

Handwritten notes in the top left corner, including "1 1/2 feet - Height" and "2 1/2 in. Head".

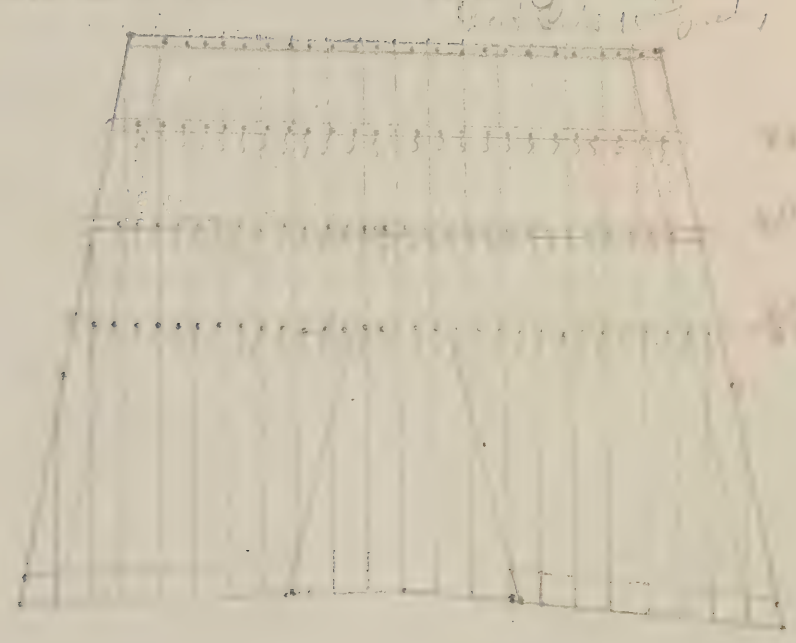
Handwritten notes in the top right corner, including "2 1/2 in" and "10 1/2 in".



Handwritten notes in the middle section, possibly a title or description of the component.

Handwritten notes in the bottom section, including "Reef Rods" and "Reef Rods".

1st Knot 2000 ft. 1st Knot 2000 ft. 1st Knot 2000 ft.
 2nd Knot 2000 ft. 2nd Knot 2000 ft. 2nd Knot 2000 ft.
 3rd Knot 2000 ft. 3rd Knot 2000 ft. 3rd Knot 2000 ft.
 4th Knot 2000 ft. 4th Knot 2000 ft. 4th Knot 2000 ft.
 5th Knot 2000 ft. 5th Knot 2000 ft. 5th Knot 2000 ft.
 6th Knot 2000 ft. 6th Knot 2000 ft. 6th Knot 2000 ft.
 7th Knot 2000 ft. 7th Knot 2000 ft. 7th Knot 2000 ft.
 8th Knot 2000 ft. 8th Knot 2000 ft. 8th Knot 2000 ft.
 9th Knot 2000 ft. 9th Knot 2000 ft. 9th Knot 2000 ft.
 10th Knot 2000 ft. 10th Knot 2000 ft. 10th Knot 2000 ft.



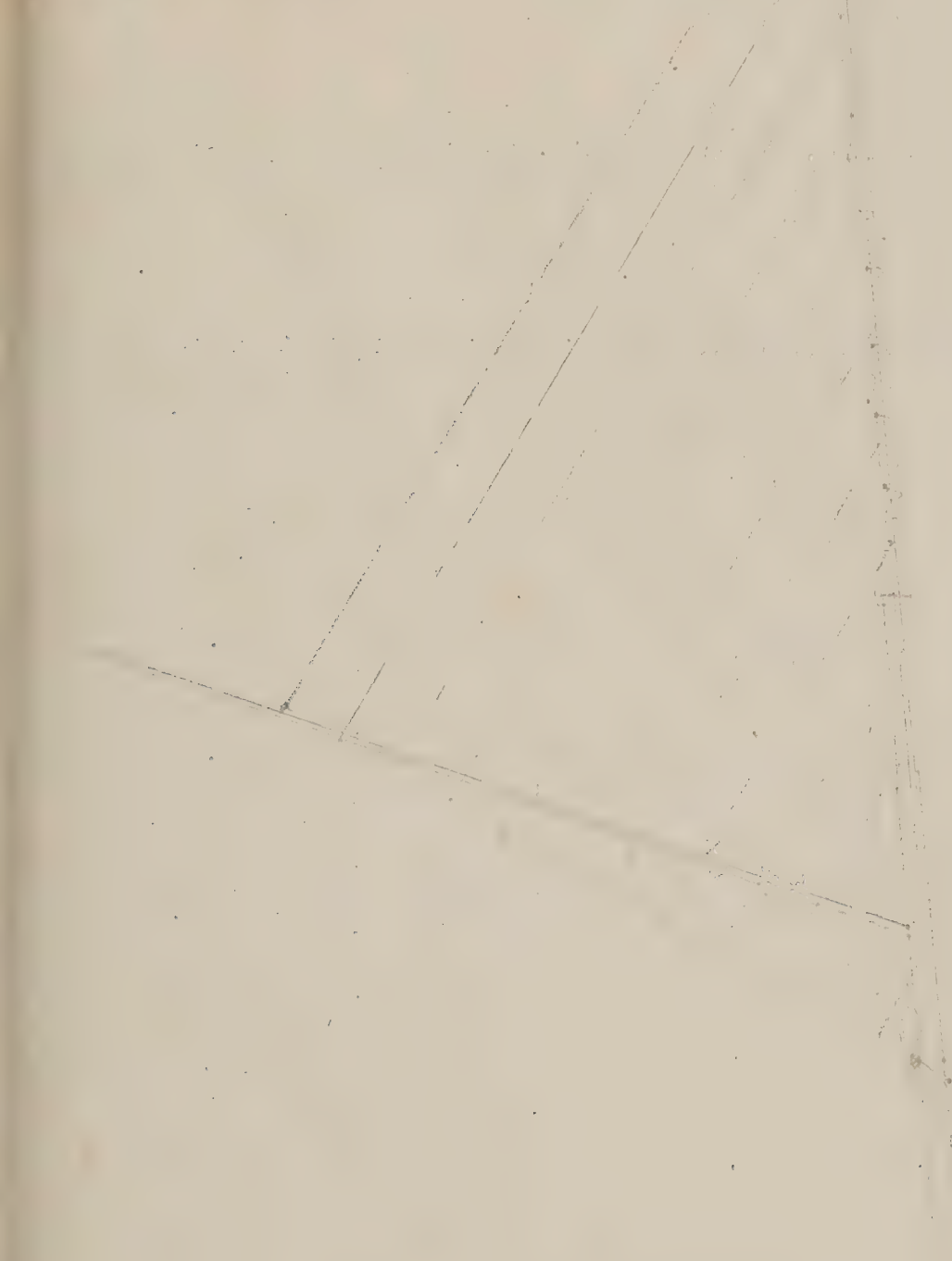
Dark Brown Cotton Duck 27 Pile
Cott. Duck

Length 37 feet. After each 25 feet

Port 22 feet. Cut 2 inches from front

Measure 2 1/2 feet and show it. Length given

3 feet for Length given



Long Island Sound of New York Harbor New York

Feb 22 1882

Wind on 1st 386 ft

Reef sand 7 fathoms wide

Shoal water 11 fathoms wide

Shoal water 11 fathoms wide

Shoal water 11 fathoms wide

Shoal water 11 fathoms wide

Shoal water 11 fathoms wide

Shoal water 11 fathoms wide

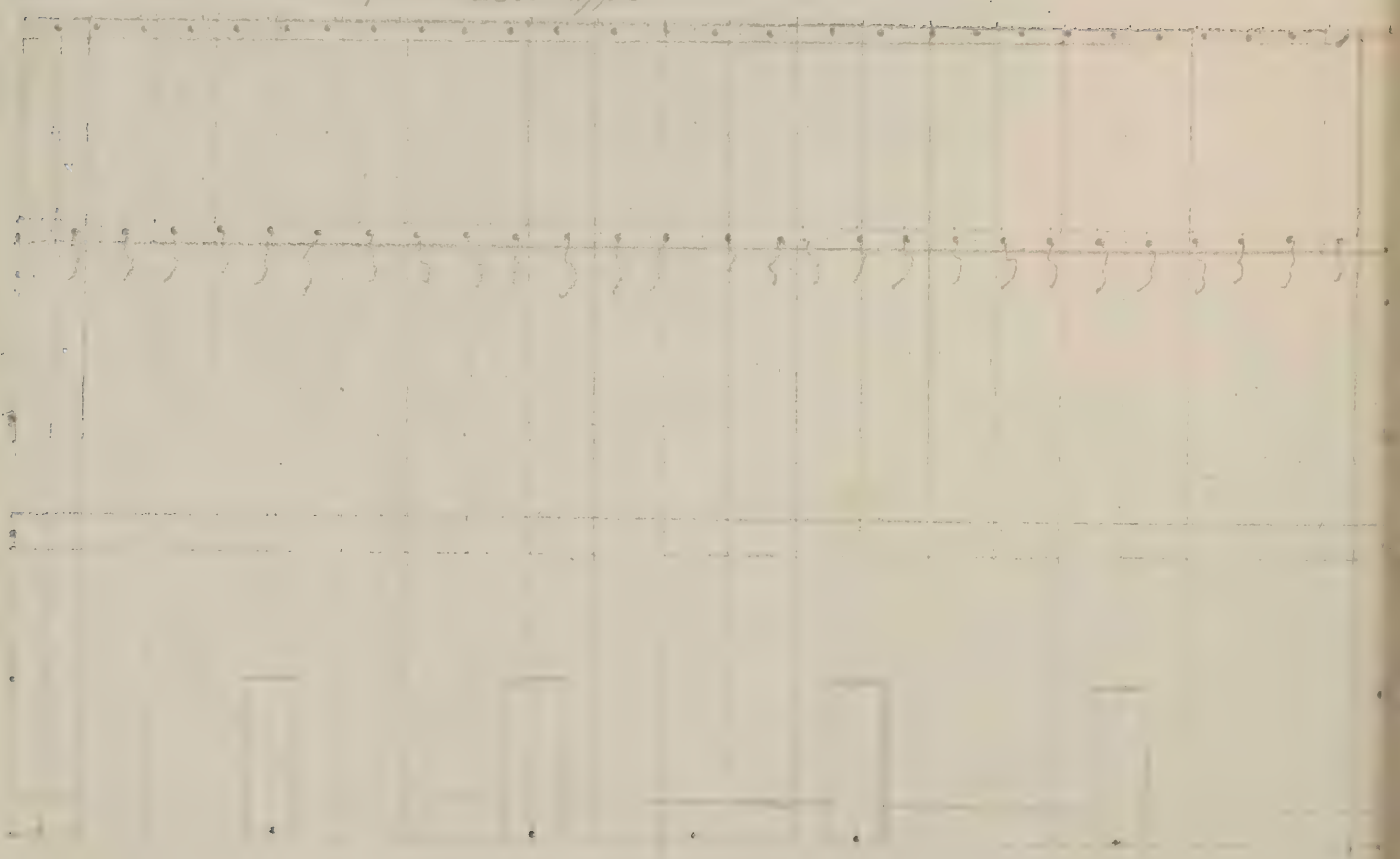
Reef sand 7 fathoms wide

Shoal water 11 fathoms wide

Shoal water 11 fathoms wide

Shoal water 11 fathoms wide

Shoal water 11 fathoms wide



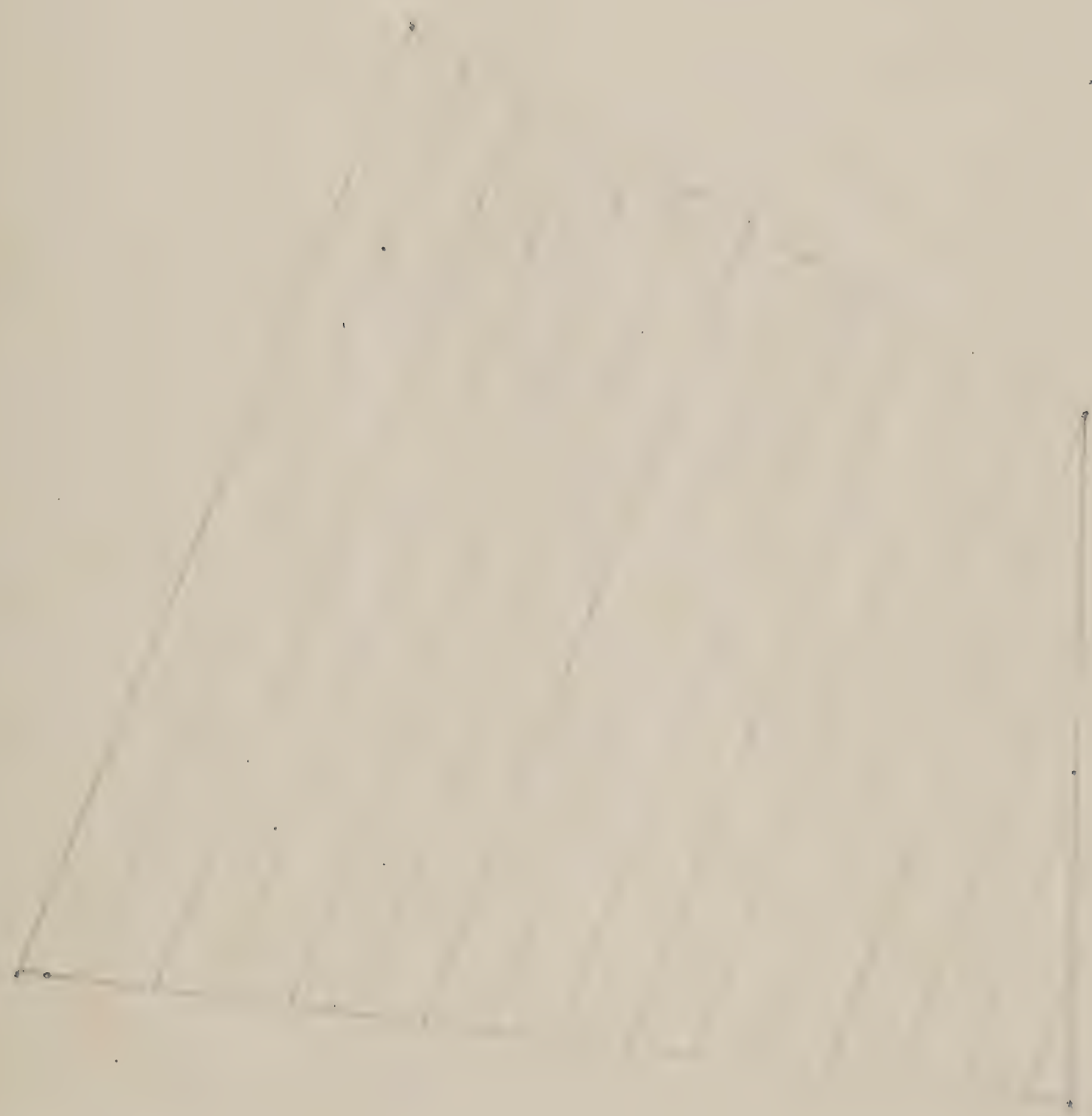
$\frac{7}{10}$

10th Street, Chicago, Ill. & Lake Shore
Coff 42 feet to back 29 feet front 21 feet

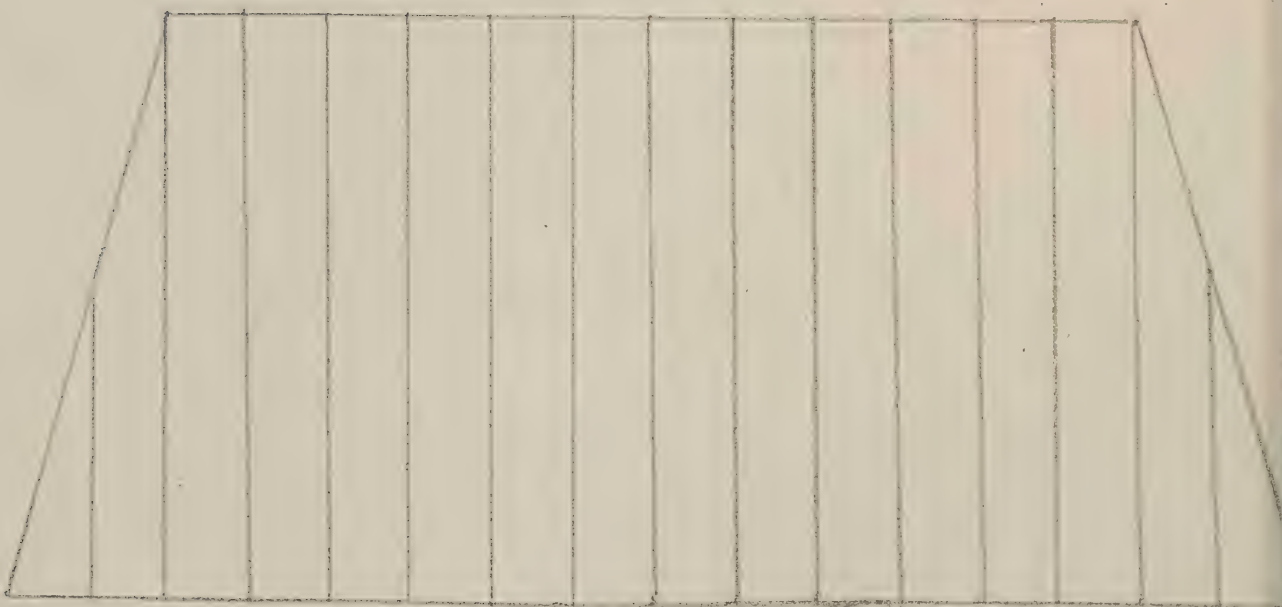
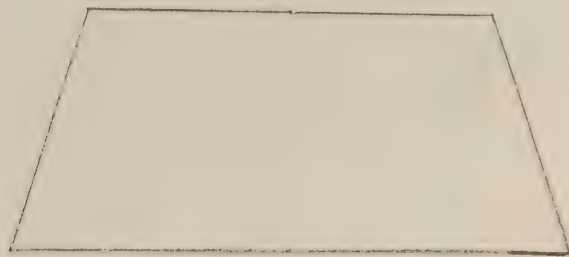


Planks of boards

First 20 feet left hand 28 ft 4 in, then 20 ft 4 in
Next 20 feet left hand 28 ft 4 in, then 20 ft 4 in
4th 20 feet left hand 28 ft 4 in, then 20 ft 4 in
5th 20 feet left hand 28 ft 4 in, then 20 ft 4 in
6th 20 feet left hand 28 ft 4 in, then 20 ft 4 in
7th 20 feet left hand 28 ft 4 in, then 20 ft 4 in
8th 20 feet left hand 28 ft 4 in, then 20 ft 4 in
9th 20 feet left hand 28 ft 4 in, then 20 ft 4 in
10th 20 feet left hand 28 ft 4 in, then 20 ft 4 in
11th 20 feet left hand 28 ft 4 in, then 20 ft 4 in
12th 20 feet left hand 28 ft 4 in, then 20 ft 4 in
13th 20 feet left hand 28 ft 4 in, then 20 ft 4 in
14th 20 feet left hand 28 ft 4 in, then 20 ft 4 in
15th 20 feet left hand 28 ft 4 in, then 20 ft 4 in
16th 20 feet left hand 28 ft 4 in, then 20 ft 4 in
17th 20 feet left hand 28 ft 4 in, then 20 ft 4 in
18th 20 feet left hand 28 ft 4 in, then 20 ft 4 in
19th 20 feet left hand 28 ft 4 in, then 20 ft 4 in
20th 20 feet left hand 28 ft 4 in, then 20 ft 4 in



The Iron Mower at Main Royal
 21 ft Head 29 ft foot 12 feet Throat

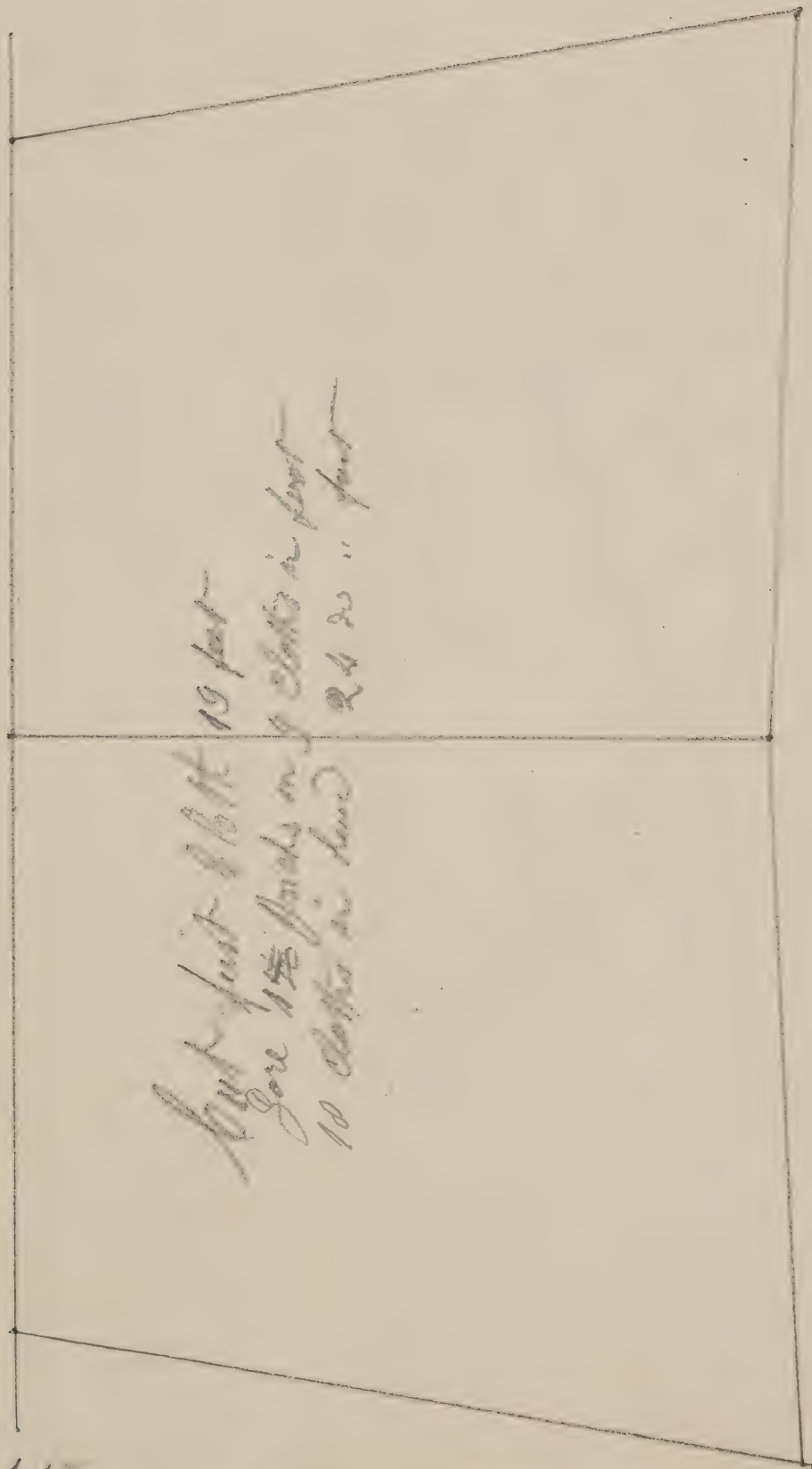


First Row Line 12 feet 9 inches Throat to handle off this
 " " " 21 ft Head " " "



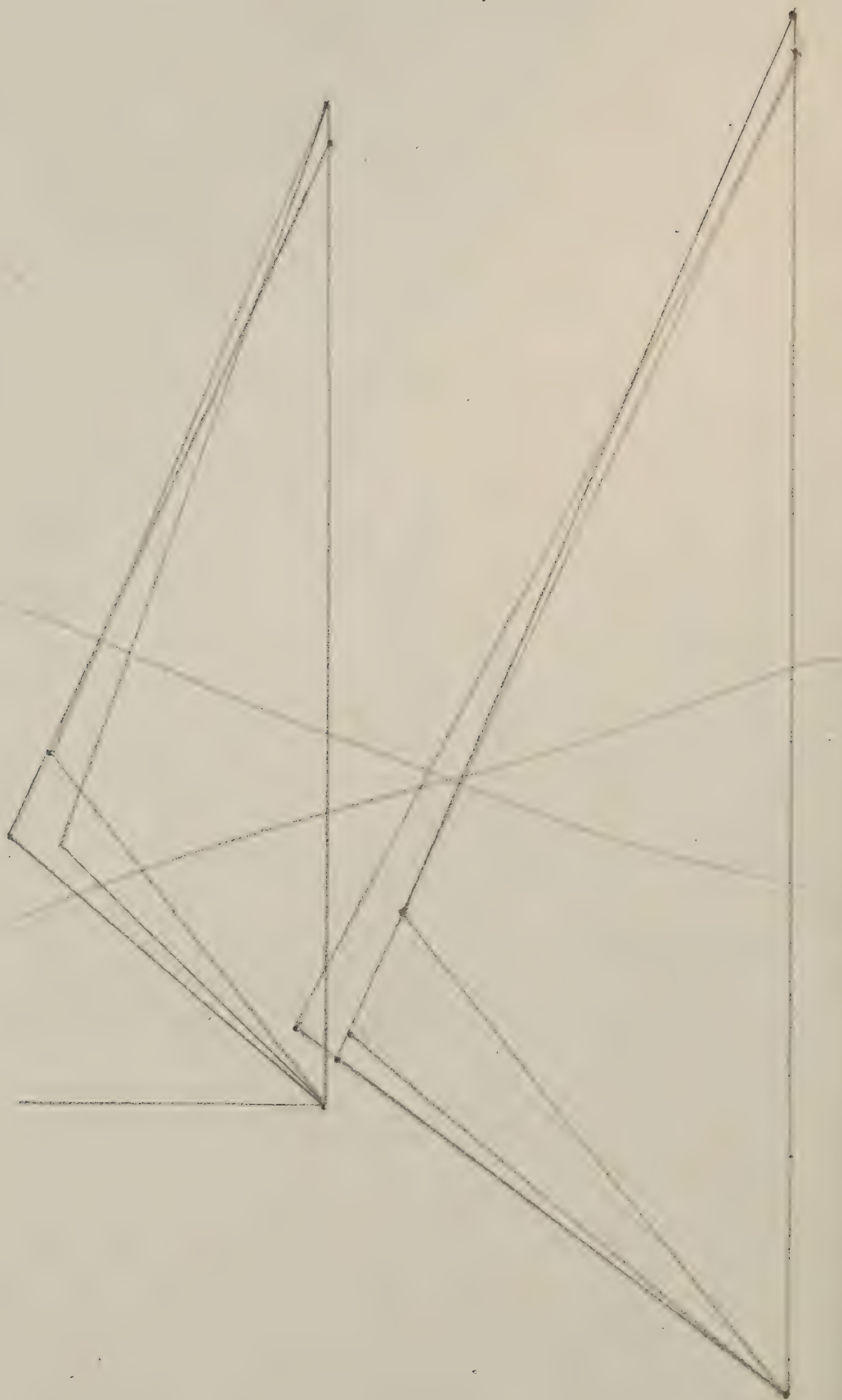
5 inches Line on foot

Ship No Main Main Top Flat Tail last one
 Head 29 feet Mast 18 feet Bottom 35 1/2 feet Gore 2 yards on fore
 Buntline Holes 12 feet from clew

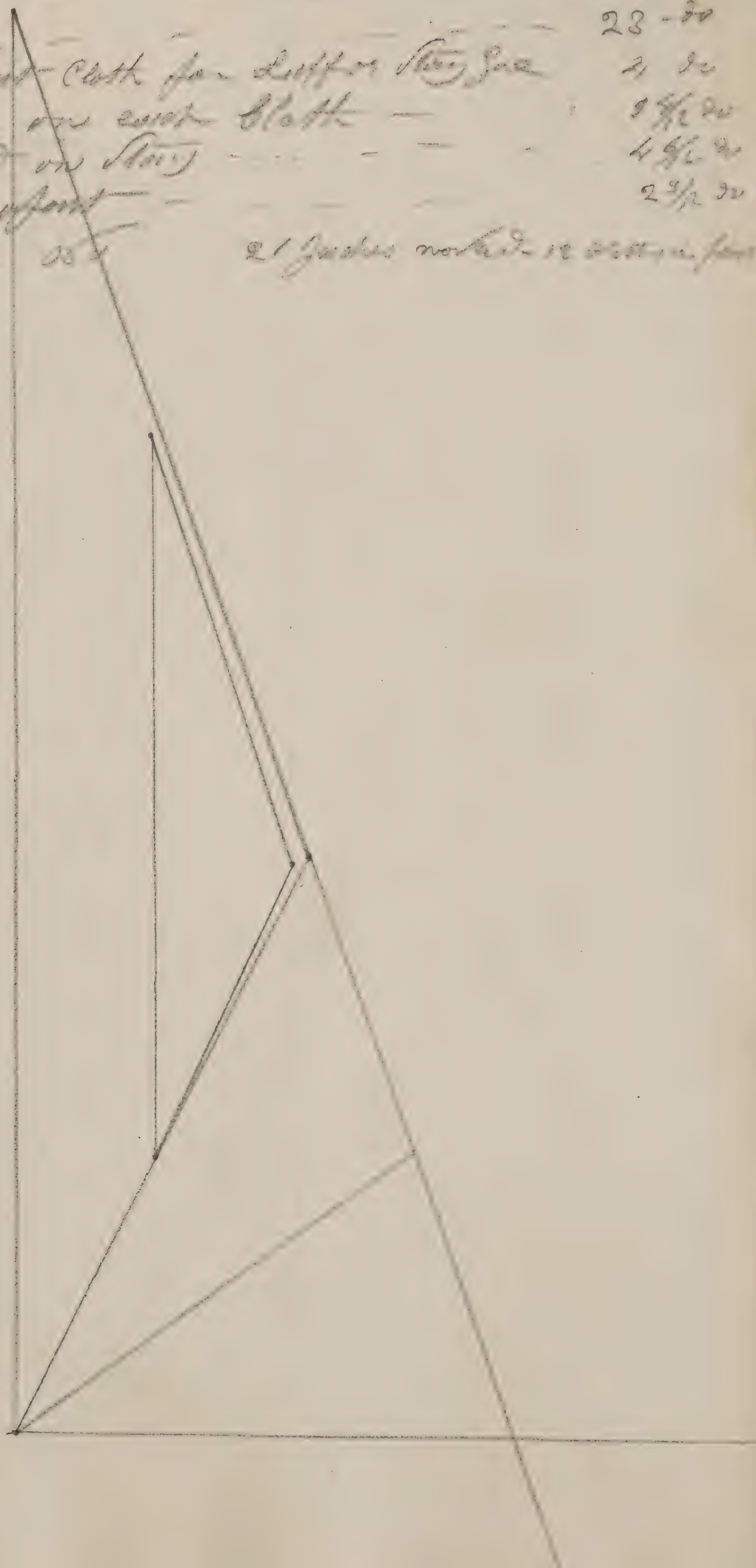


Mast 22 1/2 yards last year
 Head in yard 30 3/4 feet
 Foot " 20 41 feet

Ship In Manna Mtd. Feb 1891
Luff 53 feet - After Luff 37 1/2 feet - Mast 24 feet
Gore 1 foot in breadth in feet



Ship Iron Maria W. Main Top John Haysair
 Luff Leach - - - - - 51 feet -
 After do - - - - - 31 - 31.20
 Mast - - - - - 23 - 20
 4 feet on Mast Cloth for Luff or Star Sail 2, 20
 Mast Core on each Cloth - 9 1/2 20
 Mast Head on Star - - - - - 4 1/2 20
 Mast Holes of Mast - - - - - 2 1/2 20
 Bottom Leach do 21 inches no. 12 or 14 in. for



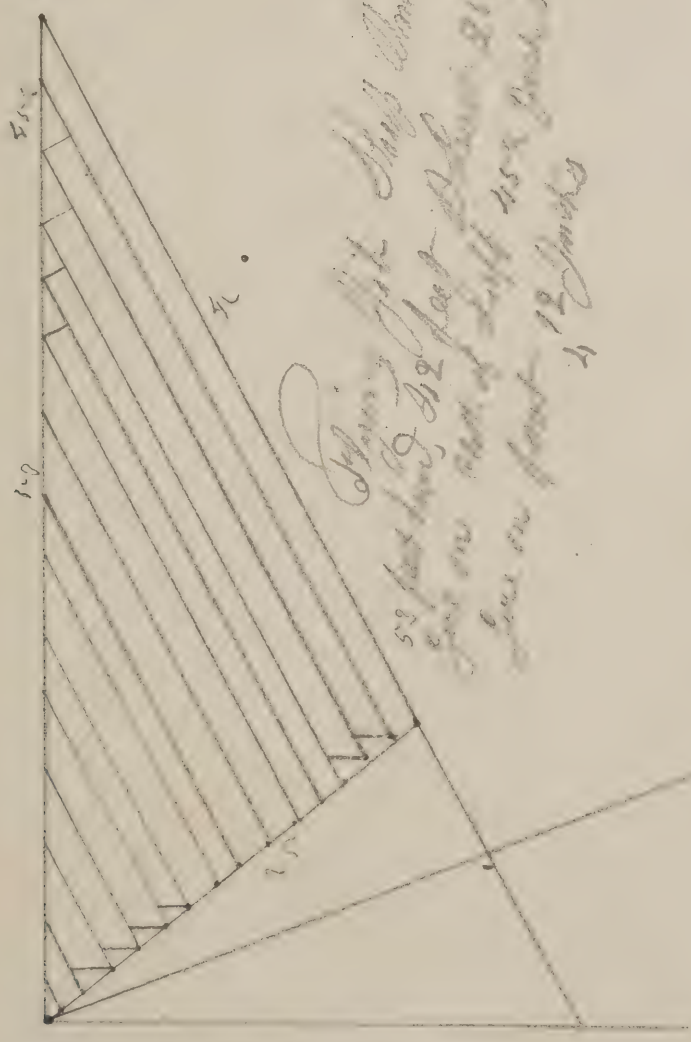
1896

29
50
250
500

$$\begin{array}{r} 2.24 \\ \times 2.5 \\ \hline 11.20 \\ 11.20 \\ \hline 5.60 \end{array}$$

$\frac{1}{1} \frac{1}{1}$

Time Mon Sat Sun
 Shop Mon Morn Sat Sat
 Sat Sat 6 Pm Sat Sat
 Sat Sat Sat Sat



Following table shows dimensions
 for one set of shaft 45 x 12 inches
 one on shaft 12 inches

$$\begin{array}{r}
 11 \\
 21 \\
 \hline
 284 \\
 12 \overline{) 284} \\
 24 \\
 \hline
 44
 \end{array}$$

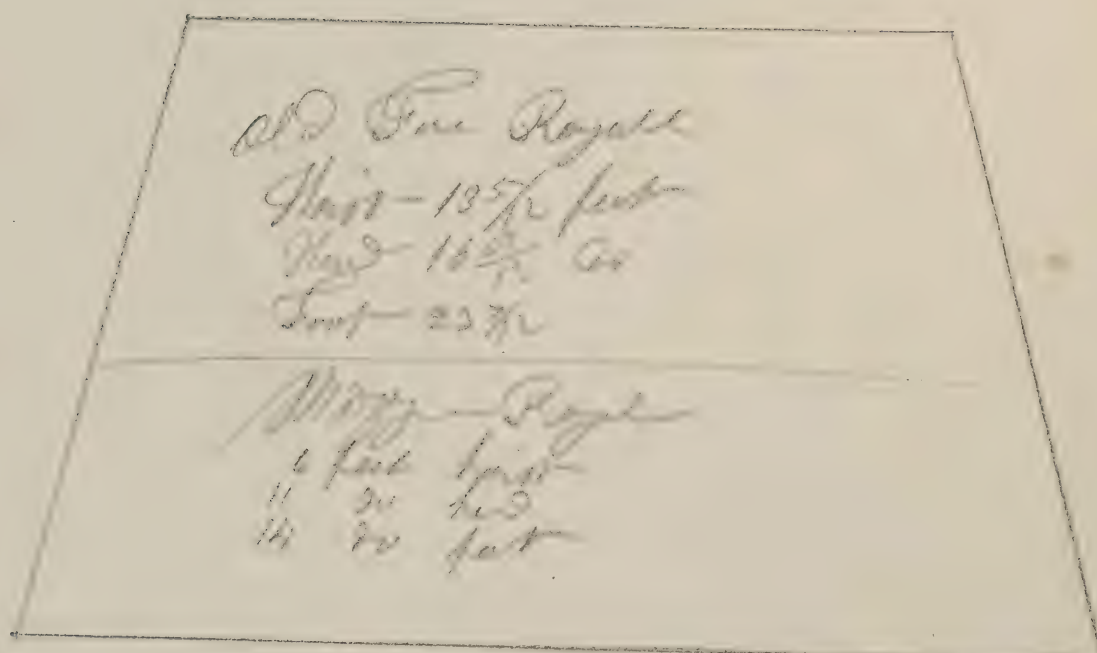
$$\begin{array}{r}
 53 \\
 252 \\
 \hline
 1453 \text{ (1)} \\
 11 \overline{) 1453} \\
 11 \\
 \hline
 36
 \end{array}$$

$$\begin{array}{r}
 1453 \text{ (1)} \\
 11 \overline{) 1453} \\
 11 \\
 \hline
 36
 \end{array}$$

$$\begin{array}{r}
 145 \\
 12 \overline{) 145} \\
 12 \\
 \hline
 25
 \end{array}$$

$$\begin{array}{r}
 12 \\
 115 \\
 \hline
 57 \\
 14 \overline{) 57} \\
 28 \\
 \hline
 29
 \end{array}$$

$$\begin{array}{r}
 12630 \\
 519 \\
 \hline
 12
 \end{array}$$



2/11

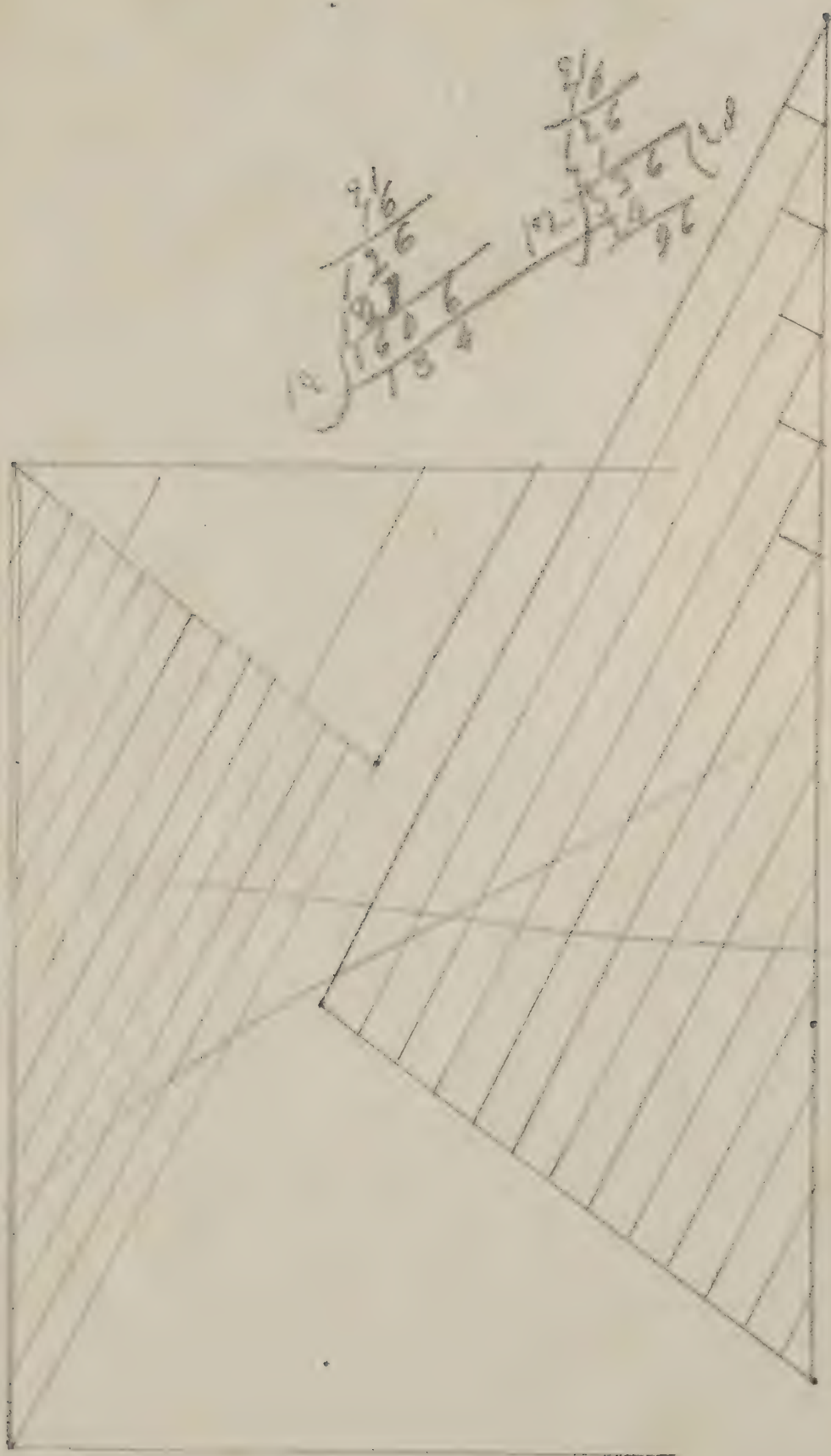
2108/2

$$\frac{12}{2.5} = 4.8$$

2091/13

Cut down tail first cloth 40 feet - Give on
 1 foot, line in foot 1 foot

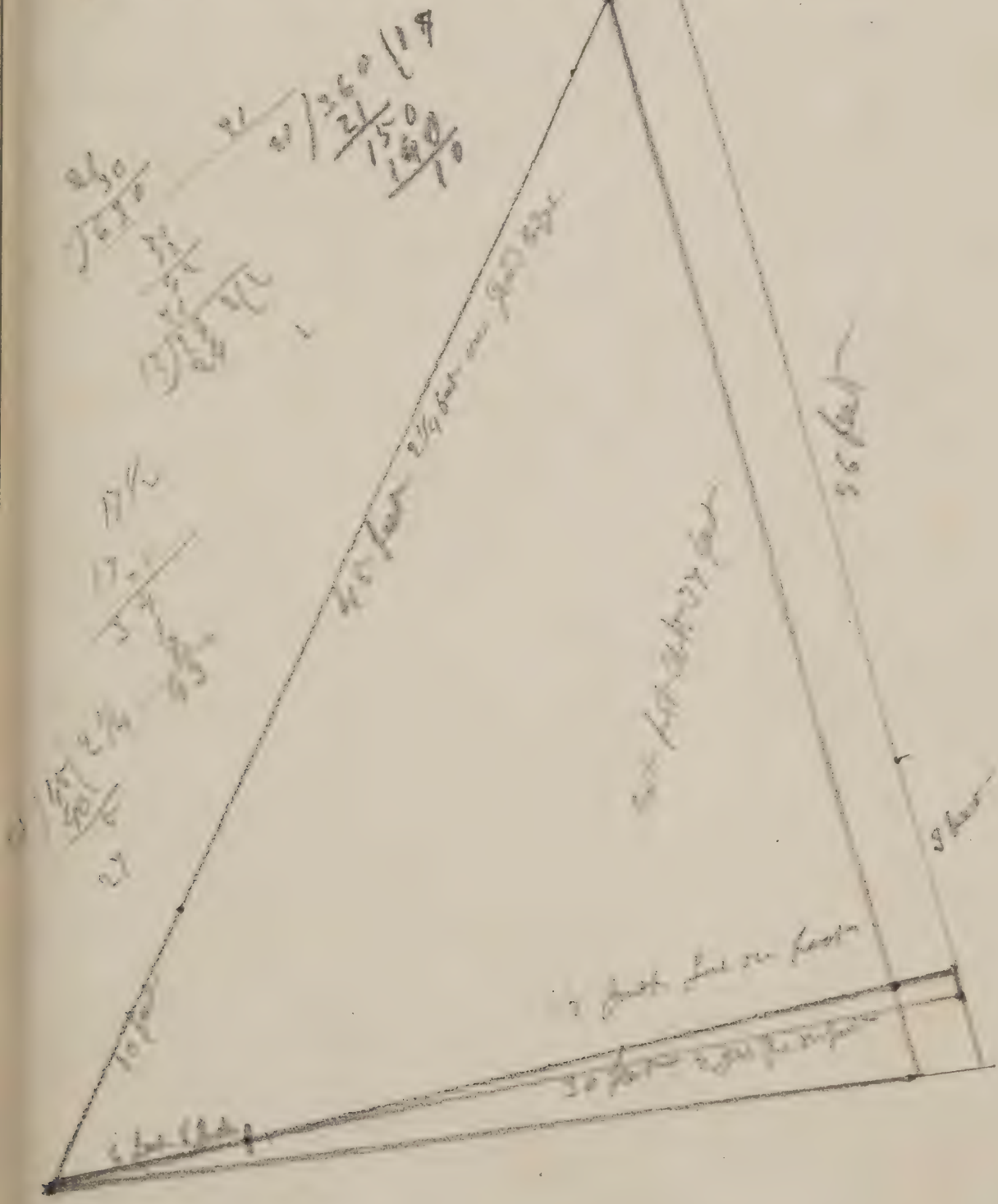
$$\begin{array}{r}
 9\frac{1}{6} \\
 \hline
 126 \\
 126 \\
 \hline
 252 \\
 126 \\
 \hline
 378 \\
 126 \\
 \hline
 504 \\
 126 \\
 \hline
 630 \\
 126 \\
 \hline
 756 \\
 126 \\
 \hline
 882 \\
 126 \\
 \hline
 1008
 \end{array}$$



Ship Dan Merim Old Head Mer Top Flat Stencil
 18 feet head 14 Foot

Old Cotton Lark Mer Top Flat Dry Sail
 18 feet head - 9 1/2 cloths in foot, 5 1/2 in head, 4 1/2 per foot
 and 3 yards lead 300

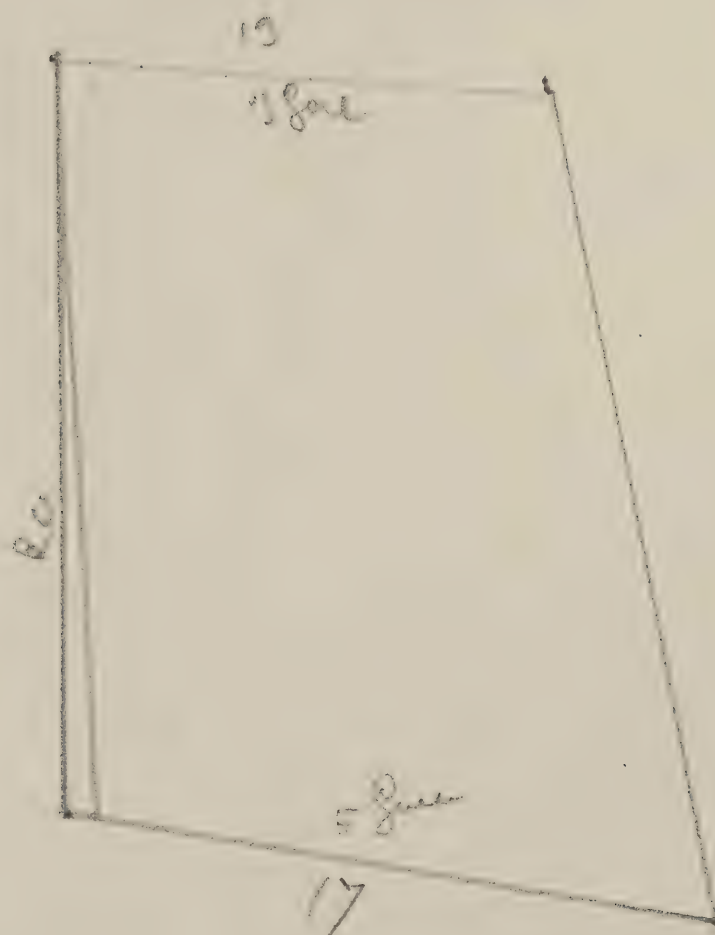
Old Mer Topmost Staysail On Onward
 12 feet head 36 feet foot 29 feet



$$\begin{array}{r} 26 \\ 6 \\ 13 \overline{) 338} \\ \underline{13} \\ 208 \\ \underline{208} \\ 0 \end{array}$$

$$\begin{array}{r} 26 \\ 13 \overline{) 338} \\ \underline{13} \\ 208 \\ \underline{208} \\ 0 \end{array}$$

$$\begin{array}{r} 26 \\ 17 \overline{) 442} \\ \underline{17} \\ 272 \\ \underline{272} \\ 0 \end{array}$$



August 17th 1967

Dr. J. A. G. G. G.

Dr. J. A. G. G. G.

Dr. J. A. G. G. G.

4-00-00
2-12-00
1-00-00
4-00-00

Dr. J. A. G. G. G.

Dr. J. A. G. G. G.

Dr. J. A. G. G. G.

Dr. J. A. G. G. G.

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Dr. J. A. G. G. G.

Dr. J. A. G. G. G.

Dr. J. A. G. G. G.

At Lighthouse Island 26 May 1957

During the session in Aug 27-55 there was a low 5-10-80"

Altogether there were 17 sets of 17 sets 1-50-45

and the first of the 17 sets was 1-50-45

and the first of the 17 sets was 1-50-45

and the first of the 17 sets was 1-50-45

and the first of the 17 sets was 1-50-45

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and the first of the 17 sets was 1-50-45

and the first of the 17 sets was 1-50-45

and the first of the 17 sets was 1-50-45

and the first of the 17 sets was 1-50-45

April 4th 1897 Sat 12:30 to 1:45 PM

From Grace A. W. 1st day of the month

6-89-81 12:30-1:45 PM

12:30-1:45 PM 1st day of the month

12:30-1:45 PM 1st day of the month

12:30-1:45 PM 1st day of the month

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12:30-1:45 PM 1st day of the month

12:30-1:45 PM 1st day of the month

12:30-1:45 PM 1st day of the month

12:30-1:45 PM 1st day of the month

For the two days 500-1000
1000 5/8 1000 5/8 1000 5/8

$\frac{L_2}{\sqrt{\frac{L_1^2 + L_2^2}{2}}} \approx 0.707$

From 6 to 7 am
at St. Thomas
18-15
51-25

Showing the ship so near that I almost

11 July 1961 - 11 July 1961

11 8036
 5185
 2-1-56

Done for the above-mentioned 4-11-09

Amesbury, Feb 21 1888

The 8th A told the time as we left in London

The test rate of 7% demand by being the most
with 21% of the paper and to pay 20% at once.

$$\begin{array}{r} 222 \\ 201 \\ \hline 21 \\ 222 \\ \hline 222 \\ 201 \\ \hline 21 \\ 222 \\ \hline 222 \end{array}$$

21470 45 25 1/2 - 25 - 06 21470
 21470 45 25 1/2 - 25 - 06 21470
 21470 45 25 1/2 - 25 - 06 21470

$$\begin{array}{r} 30 \\ 161 \overline{) 4921} \\ \underline{480} \\ 121 \\ \underline{112} \\ 90 \\ \underline{80} \\ 100 \\ \underline{96} \\ 40 \\ \underline{30} \\ 10 \\ \underline{10} \\ 0 \end{array}$$

1877

W. A. Gould

Letter to my Father

52-468

177

From the Dept of Agm 4-27-25

Alfalfa 1-1037, Lot 6-20, 81-12

1000 ft. to base of ...

1000 ft. to base of ...

1000 ft. to base of ...

1000 ft. to base of ...

1000 ft. to base of ...

222
 66
 406
 545
 09
 1905
 50-63
 79-58

1223
 1
 31
 30
 31
 31
 31
 31
 30
 30
 30
 31

IIIIII

11-11-11

11-11-11

11-11-11

11-11-11

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11-11-11

11-11-11

11-11-11

11-11-11

11-11-11

11-11-11

11-11-11

[illegible]

M. West

30-60 p.

51-03

12. 12. 1904

$$\frac{51}{105}$$

1.7 = 51
1.5 = 121

44-98

27-48

1976

61

-08-88
-91-88

Fig 7

201

10

...

2

5



2

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Journal compilation © 2006 Blackwell Publishing Ltd

9

58

103

51

23

633

98-56-4
 21-3
 21-14-4
 J. J. J.

Back from the 2nd of June 1880
Gave for 1st of June 1880
Small the 1st of June 1880
Not as for 1st of June 1880
Making the 1st of June 1880

I have sent the "Barnes MSS." and also the copy of the same
to Mr. H. B. Barnes

Museum form for field use
No. 90 Date June 1-18-00
with you at the latter place.
Shaking the water from the bag
of or seed in bag etc. and then from 92

71

June 1-18-00

Prof. Brown of Brown University at Providence
and Prof. for Government College at a clock
height of the tower just in season to see the tower half way up

He who took with him
 some 12 miles to help
 make you with the sword
 Charles 17th

$\frac{1}{2} \times \frac{1}{2} = \frac{1}{4}$

(Faint handwritten notes at the bottom of the page, likely bleed-through from the reverse side.)

17-24-11
 17-25-11
 17-26-11
 17-27-11
 17-28-11
 17-29-11
 17-30-11
 17-31-11
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 17-93-11
 17-94-11
 17-95-11
 17-96-11
 17-97-11
 17-98-11
 17-99-11
 17-100-11

55-75	02088	40901	20-08-781
56-60	02088	20221	13-01-1
55-021	73661	1200	20-1
55-58	1200	1200	63-7
			51
			24

[illegible]

Ship from 15 July 1854

Ship Arrive at San Francisco 24 Dec 1949 Lat 36° 07' N Long 122° 07' W

100-53-29	100-53-29	100-53-29	100-53-29	100-53-29	100-53-29
16-17	16-17	16-17	16-17	16-17	16-17
15-59	15-59	15-59	15-59	15-59	15-59
100-27-80	100-27-80	100-27-80	100-27-80	100-27-80	100-27-80
17-40	17-40	17-40	17-40	17-40	17-40
47-12	47-12	47-12	47-12	47-12	47-12
174-19	174-19	174-19	174-19	174-19	174-19
07-09	07-09	07-09	07-09	07-09	07-09
22-10	22-10	22-10	22-10	22-10	22-10
39-57	39-57	39-57	39-57	39-57	39-57

Mean time for sunset 20-58-20
 Mean time for sunrise 20-58-20
 Error for sunset 20-58-20
 Error for sunrise 20-58-20
 Error for sunset 20-58-20
 Error for sunrise 20-58-20

Please find error in the 12 months ago past and going out over time
 I find the way the ship is kept to within 1/2° to be indicated
 from the land. It is in the same way the ship is kept to
 the same of the latitude to 20, but not quite 20 miles

110-25-10	110-25-10	110-25-10	110-25-10	110-25-10	110-25-10
15-30	15-30	15-30	15-30	15-30	15-30
88-40	88-40	88-40	88-40	88-40	88-40
117-51-48	117-51-48	117-51-48	117-51-48	117-51-48	117-51-48
09-25-50	09-25-50	09-25-50	09-25-50	09-25-50	09-25-50
29-60	29-60	29-60	29-60	29-60	29-60
52-46	52-46	52-46	52-46	52-46	52-46

to make larger with the circle
 Error of day 1.50 to 1.60

In driving at Leicester I found the trunk to
have been going at More than the Boston movement
and to - making my observations the first on the
foot of Usher's large corner. While at Leicester the
man - the first four days in a slight driving note
and the summer going about 12-14 in the day
now the note given me by the observation 12-14 in the day.

90-32-22
104-11-11
11-11-11

Ship from 800-1000 by 00:00

It is about 1/2 the size of the largest one
which is the same as the one in the
museum at the British Museum
The name of the ship is the same as the one in the
museum at the British Museum
The name of the ship is the same as the one in the
museum at the British Museum

Ship from 800-1000 by 00:00
The name of the ship is the same as the one in the
museum at the British Museum
The name of the ship is the same as the one in the
museum at the British Museum
The name of the ship is the same as the one in the
museum at the British Museum

Ship from 800-1000 by 00:00
The name of the ship is the same as the one in the
museum at the British Museum
The name of the ship is the same as the one in the
museum at the British Museum
The name of the ship is the same as the one in the
museum at the British Museum

[illegible]

[illegible]

The above is your check book with credit

[Faint handwritten notes at the bottom of the page.]

Then the fraction of black = $\frac{4}{4+22} = \frac{4}{26}$
 Then the fraction of white = $\frac{22}{4+22} = \frac{22}{26}$

$30-06-4$
 $44-28-4$
 $51-20-1$
 $54-28-4$
 $57-28-4$
 $60-28-4$
 $63-28-4$
 $66-28-4$
 $69-28-4$
 $72-28-4$
 $75-28-4$
 $78-28-4$
 $81-28-4$
 $84-28-4$
 $87-28-4$
 $90-28-4$
 $93-28-4$
 $96-28-4$
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John Diney

11

going the last 15 days at 9 1/2 seconds per day
 15-40
 12-50
 10-40
 8-40
 6-40
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going at 8 1/2 seconds per day
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going at 8 1/2 seconds per day
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going at 8 1/2 seconds per day
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16 Sept 1849. Air becoming with fresh breeze a very
 pleasant wind at Eastward at Salween the ship sail to close
 reefed. Made signal of anchor and then through the night
 fresh squalls during the air to SE. Making inside fair
 3 PM a ship to E - under short sail ends fresh breeze for the
 SESE falling squalls. Course 050W. Lat 19-26 Current
 Drift 29 30 to 29 49 A-87 Dist 50 miles Log 05-56 West 93N
 Sgape 29-11 to 29 20 W 06

17 Sept 1849. Learning with heavy squalls and squally for SESE
 3 PM a ship in sight under short canvas 2 more to SESE
 through the night strong gales with severe squalls with a high compass
 2 PM wind gained to S more ship to ESE making more with open
 3 PM a ship standing to W on a mid under short sail further fresh
 fresh gales at 5 PM with a high southerly sea Partly cloudy
 Drift 29 19 to 29 60 12 60 A 06 Course 32E Lat 18-43 Current
 Sgape 29 20 to 29 40 29 30 W 06 Dist 99 miles Log 06-00 S 92W 92 miles

$$\begin{array}{r} 14 \\ 199 \\ \hline 59 \end{array}$$

$$\begin{array}{r} 12 \overline{) 160} \quad (14 \\ \underline{40} \\ 12 \overline{) 237} \quad (19 \quad 20 \overline{) 34} \quad (4 \\ \underline{12} \\ 117 \\ \underline{100} \\ 9 \end{array}$$

$$\begin{array}{r} 20 \overline{) 160} \quad (8 \quad \frac{1}{2} \text{ Cloths Head} \\ \underline{160} \\ 896 \\ \underline{12} \\ 88 \\ \underline{996} \\ 474 \\ \underline{2037} \quad (11 \quad \frac{1}{2} \text{ Cloths Foot} \\ 20 \\ \underline{37} \\ 27 \\ \underline{17} \\ 24 \end{array}$$

$$\begin{array}{r} 28 \\ \hline 336 \\ \hline 8 \frac{1}{2} \end{array}$$

12-

23 feet foot
11 feet foot
15 feet foot

33/4

